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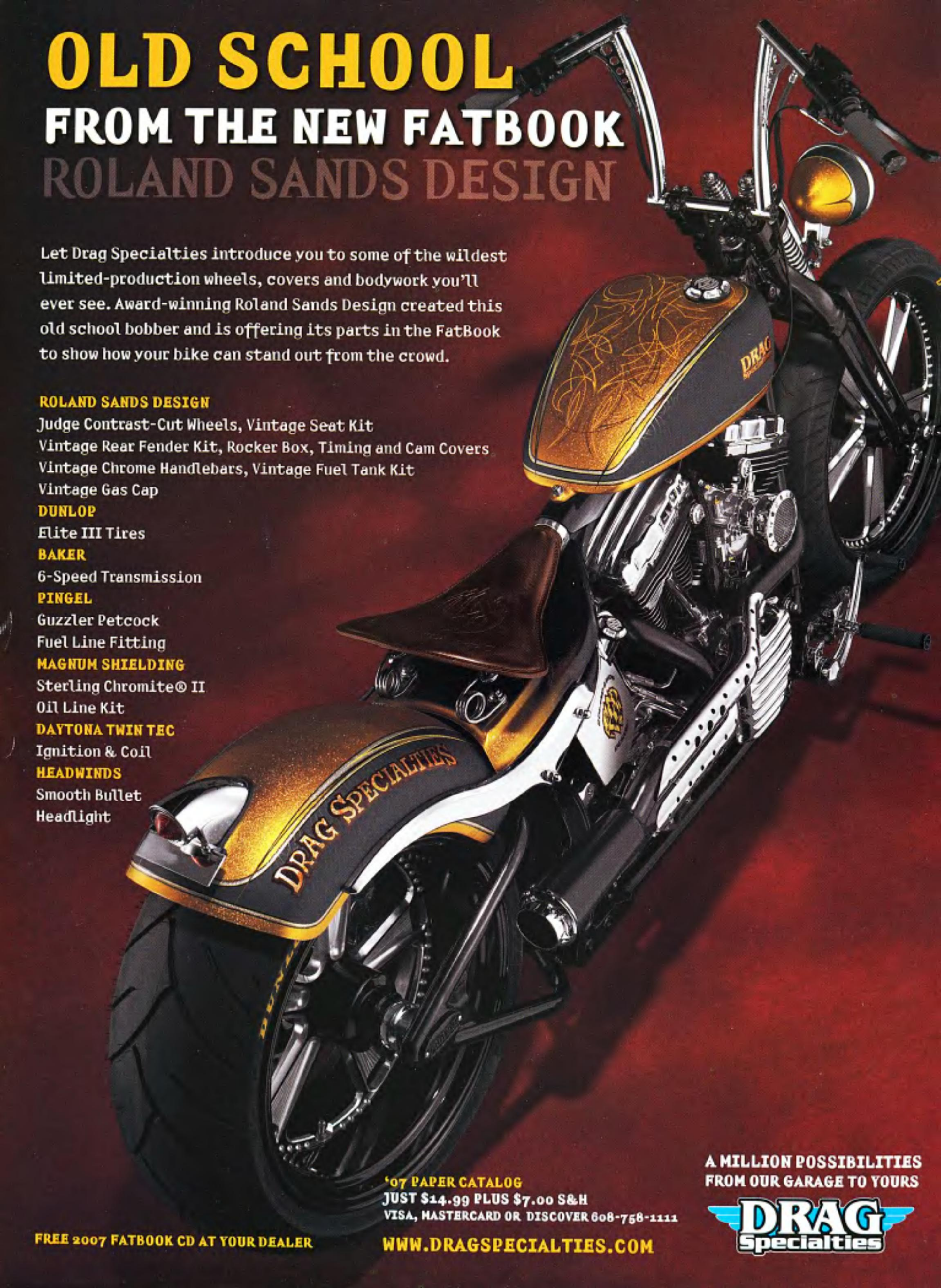

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TakingItEasy

A newspaper account of an attack by a woman against a man said, "She grabbed another knife and stabbed him in the winky." (And this was right here in the U.S.) The man was taken to the hospital for **treatment of his winky.** (Thank God she didn't stab his penis.)

The police in India wanted a professional opinion from the local JJ School of Art on a photographic exhibition which they felt was obscene and should be closed down. The name of the show was **Tits, Clits, and Elephant Dick.** As of this writing, the school's opinion has not been announced.

A car was weaving down the road in England and was quickly pulled over. The policeman said he tried to talk to the driver who was fumbling around with the controls. The passenger told the policeman that **the driver was blind.** And right he was—the driver had lost both eyes and three fingers in a bomb blast in Iraq and he (the passenger) was guiding him through traffic verbally. The driver was convicted and given a three-year ban on driving. (Think that's long enough for new eyes to miraculously take the place of the old ones?)

Some tidbits on delicacies I suspect most of you haven't tried yet. The exports of **"big-butt queen ants"** from Columbia are down this year because of a harsh winter and aggressive lizards and birds. So now, chocolate-dipped ants and ant-based sauces and spreads are really expensive. And the Explorers Club in New York City is just about the only place where gourmets can eat such delicacies as scorpion, cricket, tarantula, maggot and pigeon pate (also strange parts of common livestock). Worms are also prized if they've been "evacuated" on oatmeal for a few days before serving. (I'm beginning to salivate.)

A guy was driving along, minding his own business, when he stopped at a traffic light. For some reason he was questioned by a cop, who found 338 pounds of marijuana in the car (now that's a lot of weed). But the guy told the arresting officer that hassling him would be a "hate crime" because he was **a special messenger** transporting religious instruments between member monasteries of the Church of Cognizance, which uses marijuana as a sacrament. (Uhh...yeah, right.) Apparently, that didn't help him much, since he's now in jail.

Here's another quick thinker. A restaurant employee was caught on surveillance video pocketing the $502 he was supposed to drop into the restaurant's safe. He told the police and a judge not to worry, he wasn't a thief. He was an undercover CIA operative and the agency would reimburse the money. He said he'd **lost his CIA badge,** which was why he was working at the restaurant waiting for the agency to send him a new one. (Sure thing.)

We're all familiar with confused older people in cars—not sure (momentarily) which is the gas pedal and which is the brake pedal. Well, one 84-year-old woman panicked and **backed over her landlord,** then panicked again and drove over him yet one more time. One of her drive-overs worked, so now he's dead.

An L.A. psychologist filed a lawsuit against the Los Angeles Angels baseball team because he didn't get a **red nylon band** the team was giving to women for "Family Sunday" on Mother's Day. Poor bastard.

This couple was in the middle of their Christmas dinner when the doorbell rang. Very much to their annoyance, it turned out to be a pair of Jehovah's Witnesses. They were so pissed off that they put up a sign in their front yard that said, **"Our dogs are fed on Jehovah's Witnesses."** That was 32 years ago, and not one Jehovah's Witness has visited them since.

During the murder-conspiracy trial of Aryan Brotherhood prison leaders, the lawyer for a defendant said that the Aryan Brotherhood is **more of a social club** than a criminal gang and mostly enjoys just "playing cards, reading and crocheting." (Crocheting?)

He was being given **oral sex from his wife while driving.** It was so wonderful that he momentarily took his mind off the road and hit another motorist who, rightfully so, sued him. The moral of the story? Do it at home.

It seems that greed is what makes the world continue to spin on its axis. ExxonMobil, the company that had enormous profits of **$18.7 BILLION** for the first half of 2006, said it would fight the U.S. Justice Department for the over $92 million the government claims the company owes in the still-unfinished 1989 Exxon Valdez oil-spill cleanup.

He wanted a burger at Burger King v-e-r-y b-a-d-l-y. But one thing was standing between him and Burger King (almost a mile away). He was on house arrest with an ankle monitor that would alert the police if he strayed more than 150 feet (but also with a four-minute delay before notification). Hunger got the best of him and he figured he could make the trip, **get the burger** and return within the four minutes. But the drive-through line moved too slowly and he became irate (with time running out). So before speeding away, he kicked in the restaurant's window. Believe it or not, he made it home in just under four minutes. But employees at Burger King had taken down his license plate number and called the police. When they went to his house, he claimed to have been housebound and had never left. The police put their heads together and figured out what happened so now he's charged with felony destruction of property. Have it your way!

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 404 • FEBRUARY 2007

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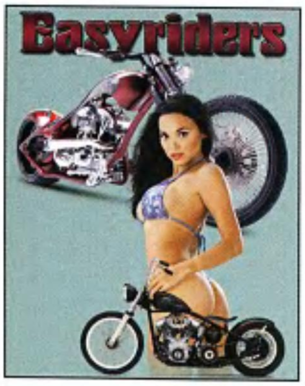

Bones Tolsen's Thunder Cycle and awesome Anna shot by Don Rogers. Sucker Punch Sallys Bobber by Michael Lichter. Special imaging by Jeff Biggs.

The next liver-quiverin' issue goes on sale January 30, 2007. **Printed in the USA.**

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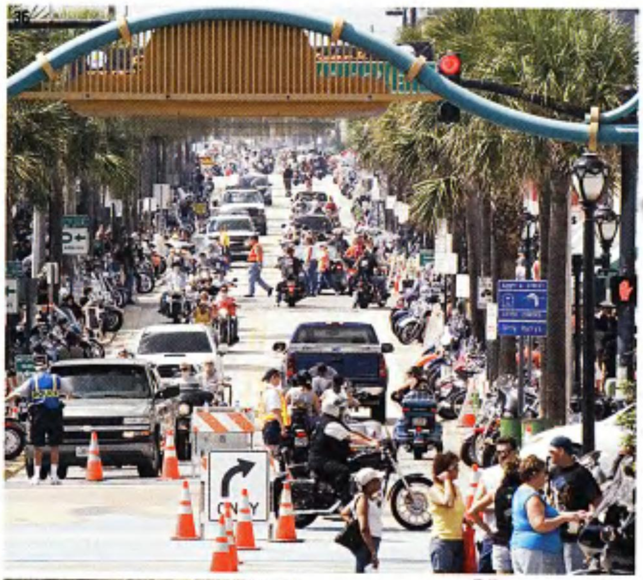

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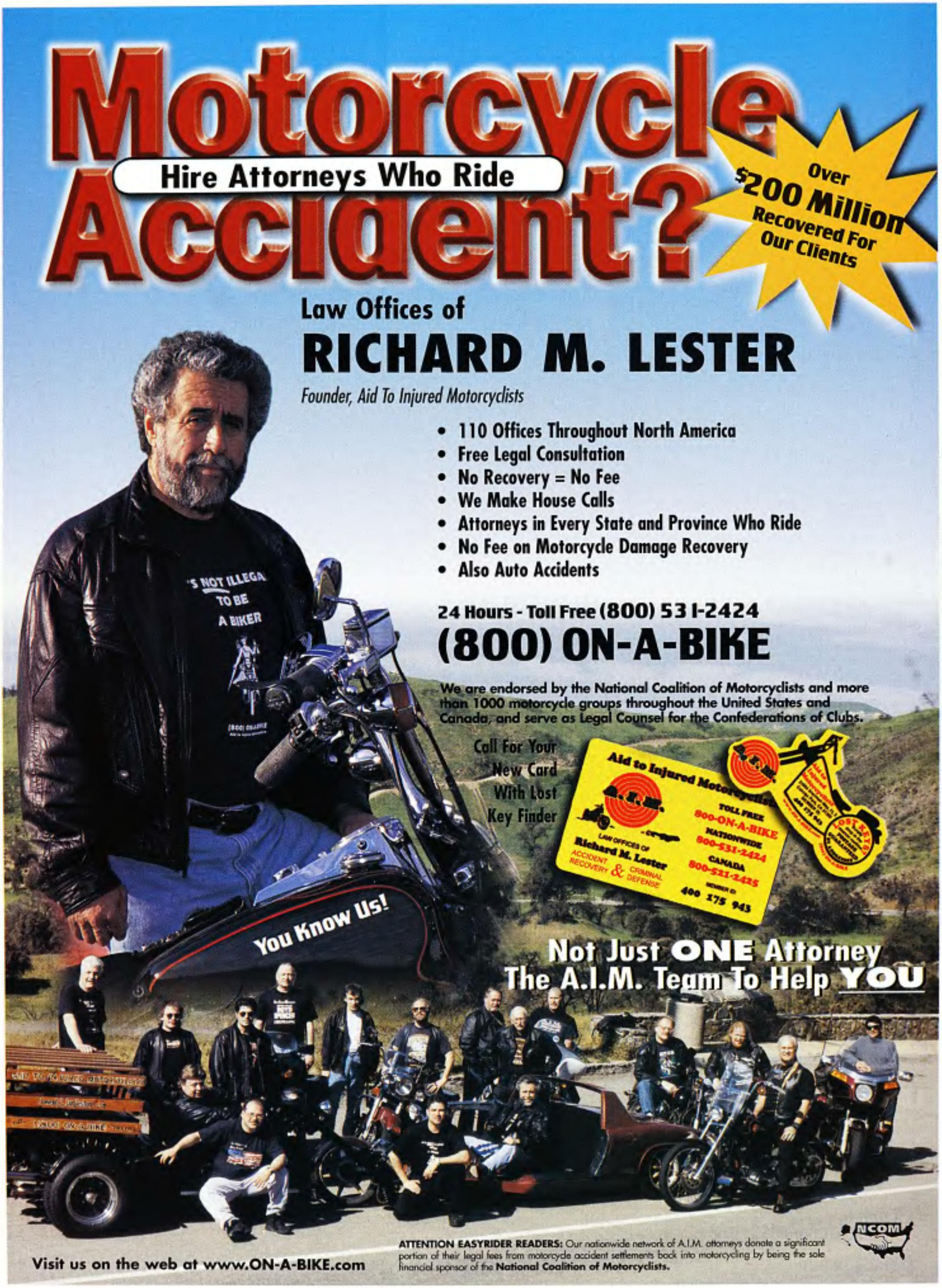
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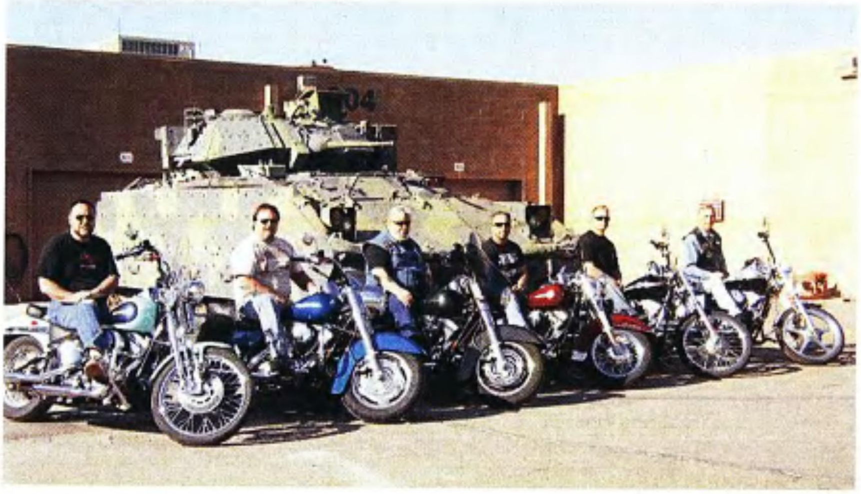

Thanks

Just a quick letter of thanks for putting out a great magazine. You and the gang do a fantastic job each and every month. Thought I would take this opportunity to send a pic of a few of us from work. That's our business card behind us, the Bradley fighting vehicle. We manufacture the guns on these—made in America by Americans riding American!

God bless our troops.

The "Gunsmiths"
From Somewhere in the
Southwest Desert

An Idea

I read your reply to Richard Duby in the Sept. '06 issue where you mentioned "bikes built for under 15 grand in a garage, or stock bikes with nice paintjobs." Now this got me to thinking.

What about starting a new magazine called *Readers' Rides*? I'm sure you have plenty of submissions every day to do a monthly magazine without ever having to show the same bike twice.

You could do a full feature of the best bike from all the submissions considered for the issue in progress. This would be something that could bring back past readers and couch bikers who have no idea what wrenching, riding, and brotherhood is all about.

Longhair
The Netherlands

The fact is, we don't receive as many Reader's Rides from you guys and girls out there. Certainly not enough to fill a whole magazine. How about it? Send us pictures of your bikes folks.

What Genius!?!?

What engineering overachiever at the Harley designed the Softail battery mounting method? My '03 Nightrain wouldn't start this morning, so I pick up a new battery on the way home. I grab a dime and a large Phillips screwstick and I'm armed and ready. Not! The dime worked fine to get the seat screw loose, I removed the seat and then it comes into view. Some genius at Harley thought it'd be unique to mount the terminal leads horizontally in front of the battery, pinched in by the frame tubes rather than the easy way, vertically on top of the battery like everyone else in the world. Okay, I've got a couple thousand dollars worth of tools in the workshop, so I'll just grab my handy U.S.-made standard wrench set and get on with it. I disconnected the negative terminal lead the easy way at the frame rail behind the tank, 3/8-inch wrench no problem, start on the positive terminal lead in the cramped space only to find that some ass has put a metric bolt on my Harley. What? A fucking 10mm euro chic bolt on American iron?

I feel so much better now. Thanks.

George Frey
Spring Branch, Texas

Always happy to let our readers vent. And, by the way, Harley has been using that 10mm deal for quite some time.

Last Harley Ride

This is a photograph of my son-in-law Sgt. Jeremy King (on the Springer Softail) on his last ride down the North Carolina coast before being deployed to Iraq with

his unit—2nd LAR Marines from Camp LeJeune, North Carolina. Just thought the Marines would have a hoot with one of their own in your magazine.

I want to thank *Easyriders* magazine for all the support you've shown for the troops abroad.

Donald Long
Valentine, Nebraska

Our pleasure, Donald. Come home safe and sound, Jeremy.

The American Dream

I saw a T-shirt the other day ripping Jesse James for being a "sellout." Then I read the editorial in the September issue titled "Chopper Shaman." These responses represent a weird sort of split personality in not only the biker scene, but our society in general.

There's not a single person I know who would not like to be wealthy and successful. Yet a number of these same people will resent the hell out of someone else who is. Ask any of those successful builders if they regret appearing on the Discovery Channel's *Biker Build-Off* series and I expect the answer would be "Hell, no!" Those guys have been busting their asses in relative anonymity for years to get where they are.

I love Eddie Trotta's bikes, but I can barely afford to pay for my five-year-old Indian. Does that mean I should resent him for his success? No, that's ridiculous. And if someone told me that tomorrow I'd have a TV show, be making millions in endorsements and rolling in the hay with Sandra Bullock, I'd be dancing around like a certifiable nutcase.

Easyriders should continue to feature only the finest examples of motorcycle artistry out there and you jealous, whining pissants really just need to shut the fuck up. This is the land of freedom and opportunity, and what we're witnessing here is nothing less than the American Dream being realized.

Lee Lester
Jacksonville, Florida

Another View

I've been reading your mag for as long as I can remember (riding Harleys over 20 years). I keep hearing talk about all these custom bike builders and have also watched the Discovery Channel and Speed Channel shows about some of these so-called builders who then want to sell their customs for $100,000. There's no motorcycle in the world worth that.

There are some guys out there who can actually build a bike from the ground up, fabricate frames, cut wheels, do their own sheet metal and paint right there in their own shops. They are builders. The ones who drag out an aftermarket frame, have their wheels, sheet metal and paint done by outside sources, then put the bike together or even worse, have someone else do it, are assemblers—they know who they are.

Maybe you could do a survey to see who the readers believe to be builders vs. assemblers!

I love reading your mag—particularly the In The Wind pages which is where I like to keep it.

Thumper
Dallas, Texas

About Time!

Sara Liberte (author of "2006 Myrtle Beach" - Sept. '06 issue) is a woman of my dreams. It's about time someone had the guts to call out all the new riders bringing the wrong message to the "lifestyle."

I'm so sick and tired of all these newbies and their flip-flops, shorts, tennis shoes and reckless attitudes riding near me. If you don't respect the lifestyle, then go back to your local rice dealer, trade your hog in for a nice little rice burner and rejoin your buddies in their shorts and tennis shoes. We (old-schoolers) all did fine without you and your 500-mile-a-year, wannabe attitudes.

The only good that will come from them is that when the next "cool" thing comes along, there will be a shitload of used Harleys for sale.

Keep up the good work and here's to another 35 years. Been reading your rag since I would sneak out with my older sister's copies back in the '70s.

Psycho
Ashville, Ohio

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RIDE 'EM COWBOY!

Paul Yaffe Tames A Wild Bronco

Ron Whitton and Garron Cadiente of Mesa, Arizona, are both longtime customers of Paul Yaffe Originals. Garron's Newstalgia bobber, featured in *Easyriders'* December issue (No. 402), even served as the prototype for Paul Yaffe's latest Discovery Channel bike. This time, Garron came in asking for something completely different; a western-themed bike to surprise his father-in-law, Ron, as a Christmas present. He eventually left the shop with a genuine Paul Yaffe Originals bucking Bronco.

"I don't mind doing theme bikes like this," Paul says. "In fact, we do them all the time, building specials for professional athletes who want to incorporate something from their team or whatever." What he won't do, however, is make those theme bikes corny caricatures of a motorcycle by just tacking on a boatload of

extraneous doodads to make the point." For Paul, it has to be a cool bike to start with, "and then we'll theme it up a little." Just like this one, with its horseshoe wheels, the spurs on the forward controls and the exhaust pipes emulating a double-barreled shotgun and even a little barbed wire on the shifter linkage. That all says "western," but add basic black paint and you still have an aggressive PYO build.

Yaffe based this "Cowboy Junkie" on a PYO Double Trouble chassis, with the neck pulled up just a little. For power, there's a TP Engineering 124-inch motor working through a Baker 6-speed transmission. And for suspension, well, here's where Paul Yaffe pulled out all the stops. You want cowboy? The bike has air-over-hydraulic suspension both front and rear, but this is hardly your normal air-suspension system. When Ron takes this bike down the road, he can actually make it buck and jump right up off the pavement like a wild horse. "What we did," Paul says, "is take a couple of pretty big air compressors and hide them in the bike and then we made the front downtube of the frame big enough and tough enough to hold 400 psi, so the downtube becomes the air tank." The compressors keep the system constantly charged and when Ron pushes the release buttons on the regulators, he can actually jump the front and rear end like a lowrider car. Pretty cool. Joey Perse made the special stainless steel bladders to fit inside a Roger Goldammer front end and PYO modified the Progressive Suspension Airtail parts out back.

Continuing the western theme, Stinger Custom Cycles fashioned the gas tank to look sort of like an abstract of a horse head. The paintjob that Paul's go-to spray wizard, Gary Crisp, came up with, is just incredible. A custom root-beer mix from DuPont, Gary made it look like tooled leather. Duane Ballard, meanwhile, did the real thing on the saddle and "saddle" is the correct description here. Straight off the range. He adding all those nickel-silver conchos with Ron's initials tooled in as well. Garron wanted a western themed ride for his father-in-law and he got it.

—Joe Kress

Owner: Ron Whitton
City: Phoenix, Arizona
GENERAL
Designer: Paul Yaffe
Fabrication: Paul Yaffe Originals
Year/make: 2006 PYO
Model: Cowboy Junkie
Assembly: Jack Gould
Time: 18 months
Chroming: Gold Tech
ENGINE
Year: 2006
Make: TP Engineering
Displacement: 124 cubic inches
Cam: TP Engineering
Ignition: TP Engineering
Carb: Mikuni
Air cleaner: TP Engineering
Pipes: Paul Yaffe Originals
TRANSMISSION
Year/make: 2006 Baker
Shifting: 6-speed
PAINTING
Painter: Gary Crisp
Color: Rootbeer
Type: DuPont
FRAME
Year/make: 2005 Paul Yaffe Originals
Type: Double Trouble

Rake: 40 degrees
Stretch: 7 inches
Shocks: Progressive Suspension Airtail
ACCESSORIES
Handlebars: Paul Yaffe Originals
Handlebar controls: Performance Machine
Fenders: Paul Yaffe Originals
Headlight: Kodlin
Taillight: Paul Yaffe Originals, Soncy side mount
Pegs: Paul Yaffe Originals
Foot controls: Paul Yaffe Originals
Gas tank: Stinger Custom Cycles
Oil tank: Paul Yaffe Originals
Seat: Duane Ballard
Mirrors/Grips: Paul Yaffe Originals
FRONT END
Type: Hydraulic/Air
Builder: Roger Goldammer
WHEELS
Make: Paul Yaffe Originals Horseshoes
Size: 21-inch front, 18-inch rear
Tires: Metzeler
Brakes: Exile, Performance Machine
Photos: Michael Lichter

PartsBox

Vicious Cycle Works Venom-FX bars

Vicious Cycle Works makes a wild bar for wild rides. Made from TIG-welded 304 stainless steel, the Venom-FX features a pair of menacing, forward-jutting sharp fangs. The bar uses a patented riser design and fits 42- to 55-degree raked custom bikes. All welds are blended and the bars are mirror-polished for that show-stopping look.

Call Vicious Cycle Works at 724-662-0581 for information or visit them online at www.viciouscycleworks.us.

It's Time To Lose Your Friends

That's what will happen when you install a Custom Performance V-Rod turbo kit *(shown below)*. The company's custom-designed, patent pending kit is said to provide 160-plus horsepower with no additional engine modifications. The kit comes complete with a ceramic-coated and polished, modified Garrett ball bearing turbo, internal waste gate and all intake, exhaust and plenum manifolds. Supplied as a total package, it comes complete with an upgraded hi-performance clutch, and installation CD that provides you with one of Custom Performance's fuel and ignition maps. You can install this kit in an average 8-hour day. All of this performance is available for $4,999. Optional chrome and black packages are available for $250. Your bike will require the installation of a Screamin' Eagle race tuner, not included in the kit.

Call 623-879-8488 for information or see www.turboyourharley.com

On-Board Air Compressor

Online retailer Moto-Xpress offers a fairing-mounted air compressor for safety-conscious riders. The compressor allows the motorcycle rider to conveniently check and maintain suitable tire inflation whenever or wherever necessary. The Savior 250psi on-board air compressor can re-inflate a tire in about five minutes and can adjust air shocks with uncontaminated air.

Currently, the Savior 250psi on-board air compressor is only available for the Harley-Davidson Electra Glide, Electra

Glide Classic, Electra Glide Ultra Classic and Street Glide. It comes with a tire repair kit and inflation adapters.

Go to www.moto-xpress.com for more information.

Black Signal Mirrors

CNC-machined from billet aluminum and finished in a high-gloss black powder-coat, these new mirrors are designed for style, function, and safety. The mirrors contain 16 high-intensity amber LEDs sealed under a clear lens and their unique seamless two-piece construction reveals no visible hardware. The Heartland USA Signal mirrors can be wired for dual function running lights and turn indicators, or just indicators.

Call Heartland USA at 310-822-2697 for information or visit them online at www.heartlandbiker.com.

Delta H.I.D. Headlight

Delta Tech Industries introduces their new Hi/Lo H.I.D. headlight system designed for Harley-Davidson motorcycles and choppers. Both the Fatty 700 and Slim 500 H.I.D. headlights run at 1.75 amps and will not drain your battery, Delta says. Direct replacements for your stock headlights, these headlight systems are rated at 6,000K and exceed daylight brightness by 10%, according to Delta. All Delta headlights are equipped

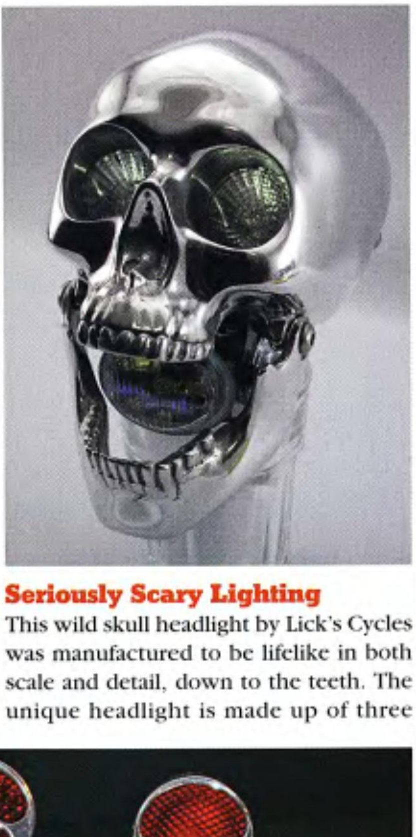
with lead crystal lens with "E" Mark-certified precision optics and steel stamped reflectors. Ballast and headlight fit in most existing buckets and are available in 7-inch and 5 3/4-inch versions.

Call Delta Tech Industries at 714-577-8028 for information or see them on the Web at www.deltalights.com.

Evil Engineering Custom Lights

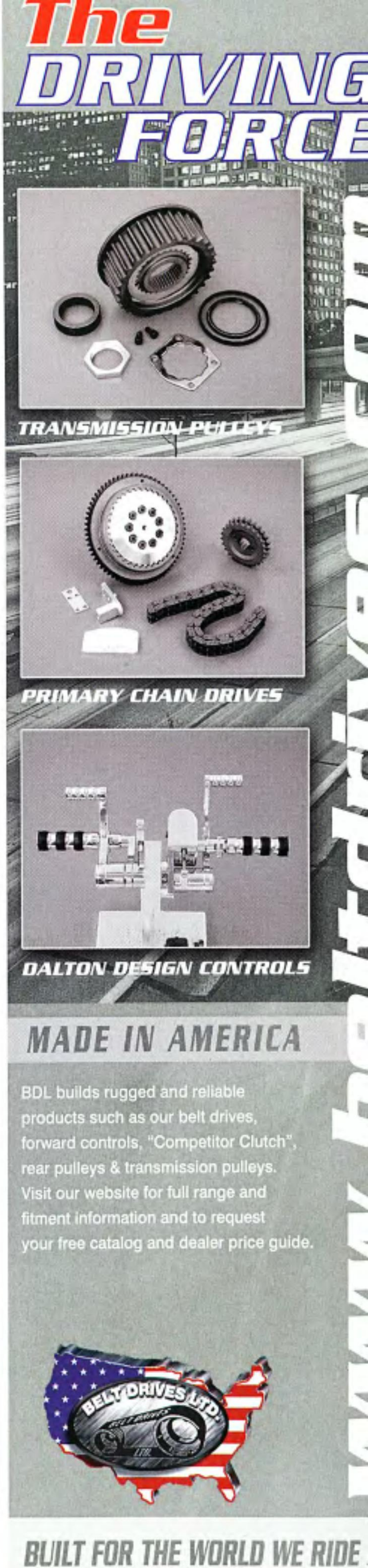
Evil Engineering introduces a versatile tail light/license plate assembly *(shown below)* that includes a custom billet taillight, mounting bracket and license plate holder. License plate holders are available with a horizontal or vertical mount. The taillight has an ultra prismatic lens coupled with bright LEDs. Available designs include: Model A; the 32; 33-up; V-8; 8-Ball; and Spade. Evil Enginnering has more designs and matching mini turn signals coming soon.

For more information call Naomi (she's very friendly) at 800-372-8612 or visit www.evil-engineering.com.



Seriously Scary Lighting

This wild skull headlight by Lick's Cycles was manufactured to be lifelike in both scale and detail, down to the teeth. The unique headlight is made up of three



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sections for easy lamp replacement.

Lick's skull headlight incorporates a main element in the mouth and a 50-watt halogen high beam bulb in the eye socket.

Call Lick's at 413-663-9050 or visit www.lickscycles.com.

Turning Night Into Day

Headwinds introduce a new billet aluminum light bar for FLST. This setup attaches a pair of 2-inch spotlights to their light bar and is designed to help you see and be seen at night. When assembled, the spotlight wires are concealed. The patented light bar matches the tree profile and mounts under the lower fork clamp, bolted to the headlight mount. Light bars can be ordered with a polished aluminum finish or chrome-plated.

Call Headwinds at 626-359-8044 for information or see them on the Web at www.headwinds.com.

ProCharger For H-D Touring Bikes

Accessible Technologies, Inc., the manufacturers of the ProCharger brand of intercooled superchargers, introduces a supercharger kit for Harley-Davidson EFI Twin Cam Touring models *(shown at bottom)*. ProCharger intercooled supercharger systems are sold complete, including tuning module and fuel injectors and bolt on in 4 to 6 hours. Touring model systems feature power gains of 50 to 65%, depending on boost level desired. The system is OEM in appearance, with a variety of finishes and options available and has an available three-year supercharger warranty.

In addition to Harley Touring models, complete systems are available for EFI Twin Cam Softail models as well. Also currently shipping are kits for higher horsepower-modified motor applications that delete the tuning module and injectors for custom applications.

Call 913-338-2886 for more info or visit www.procharger.com

Road King Fork Lock Clock

The Formotion illuminated fork lock clock is designed for Harley-Davidson Road King bikes. Made from stainless steel, the clock has a pushbutton backlit feature for nighttime viewing. It uses a Citizen movement and is fully waterproof. The clock is bolted into the swivel base, so no need to worry about having turn up missing.

The fork lock clock retails for $85. Call 888-747-2218 to order or visit them at www.formotionracing.com.

The Ball Cap

David Anthony Customs' Ball Cap is a functional gas cap that's made from custom machined billet aluminum. It comes with a solid cold rolled steel bung. The bung is supplied ready to weld in place. Each cap is vented and filtered for gas and oil bag applications and retails for $49.99. For an additional $10.00 you can get yours anodized red, black, gold, blue or plated in show-quality chrome.

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The guy who owns this bike is named Oscar. The guy who built this bike is called A.J. They both got lucky.

If you've been reading this magazine for any length of time, you've seen those initials before, several of A.J.'s badass choppers having preceded "Ladyslayer" seen here. A.J. runs Lucky's Choppers, the shop situated in the perennially wet streets of Seattle, Washington, more specifically in the Georgetown area of Space Needle city.

It all started about a dozen years ago when A.J. hitchhiked his way to Seattle from California. He liked the place, set down roots and proceeded to build bikes to his own taste and apparently to lots of others, well, those who like things on the gnarly side of two wheels. Lucky's Choppers opened shop in 1999 and since then A.J.'s built a rep for slinging a heavy mallet and massaging metal into shapes Thor never dreamed of. "Why build a bike if you don't make the parts yourself," says A.J. "Custom is part of custom bike, isn't it?"

Oscar Lucks Out

Ladyslayer

Asked for his bike building philosophy, A.J. replies, "Frankly, we build whatever the fuck we want. It's gotta be neat and it's gotta be fun. We're only thinking of building for the future, not rebuilding bikes we've already done." The "we" is this case is A.J. and his bro, Matt, who specializes in custom seats, as seen here on Ladyslayer, and who is moving strong on his new enterprise The Red Soul Seat Company.

This scoot started off as a personal ride project for A.J., but then Oscar entered the picture and it morphed toward elements he wanted to see, but generally A.J. was let loose to do his own thing. Those big pieces included a big 124-inch S&S motor lodged into a Rolling Thunder hardtail frame then slickly linked to a springer front from Denver's Choppers—classic chopper pieces to be sure, but spun toward a blend of swagger and svelte. While the big motor makes a statement, the liquid flow of the bike's lines adds, well, dare we say it… elegance.

While Matt's expanding a line of

custom saddle designs, A.J. gets to focus on building the bikes he's always wanted to build. Oddly enough, there's always a customer waiting in the wings. "We just finished up a hubless bike that's getting paint and, besides that, just some really simple, handmade cool little bikes. In fact, I just rode one up to Sturgis with my girlfriend."

Lucky's Choppers also offers cool metal work such as their fenders and new oil tank and other distinctively A.J. oriented pieces. A.J. will be showing up for the V-Twin Expo in Cincinnati and plans to take his brand of bikes to the Europeans at a couple events overseas. But most likely you can catch him at the shop. He starts work around 5 am, but forget about calling that early.

"The way things are going now I get to build bikes for the pleasure of it, not worrying about the paycheck. My motto when I started the shop was to build bikes with the shock factor," says A.J. "That still works for me."

For more info call 206-658-8100 or email A.J. at info@luckyschoppers.com or do the Internet thing by visiting www.luckyschoppers.com.

—Paul Garson

Owner: Oscar
City: Seattle, Washington
GENERAL
Designer: Lucky's Choppers
Fabrication: Lucky's Choppers
Year and make: 2005 Lucky's Choppers
Model: LC Custom Hardtail
Assembly: Lucky's Choppers
Time: 8 months
Chroming: Show Quality
ENGINE
Year: 2005
Model: S&S
Rebuilder: Lucky's Choppers
Ignition: Crane
Displacement: 124 cubic inches
Lower end: S&S
Balancing: S&S
Pistons: S&S
Heads: S&S
Cam: S&S
Lifters: JIMS
Carb(s): S&S
Air cleaner: Force Air
Pipes: Lucky's Choppers
Mufflers: none
Transmission: 5-speed
Modifications: none
Shifting: foot
PAINTING
Painter: Tim Conder
Color/Type: House of Kolor/Black,Grey,Red
Special paint: better believe it
FRAME
Year: 2004
Builder: Rolling Thunder
Type: hardtail
Rake: 48 degrees
Stretch: 6 inches out
Shocks: none
ACCESSORIES
Bars: Lucky's Choppers
Handlebar controls: Performance Machine
Fenders: Lucky's Choppers
Headlight: cheapo
Taillight: Leo
Pegs: Performance Machine
Electrics: Lucky's Choppers
Gas tank: Lucky's Choppers
Oil tank: Lucky's Choppers
Oil system: S&S
Seat: Lucky's Choppers
Mirrors: none
Grips: Performance Machine
FORKS
Type: springer
Extension: 12 inches over
Builder: Denver's Choppers
WHEELS FRONT
Size: 21 inches
Wheel: Performance Machine
Tire: Avon
Brake: Performance Machine
WHEELS REAR
Size: 18 inches
Wheel: Performance Machine
Tire: Avon
Brake: Performance Machine
Photographer: Pat Wright

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Men's pictured

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Women's pictured

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WOMEN'S $149.99

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AFTERBURNER

Men's boot pictured
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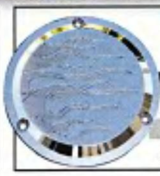

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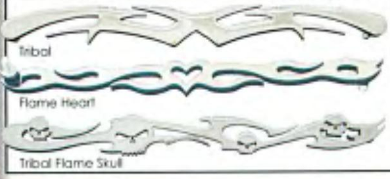

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Industry News

MRFs MEETING OF THE MINDS

Hosted by ABATE of Indiana, the MRFs MOTM attracted more than 380 attendees. Unlike last years MOTM in Little Rock where we were hit by the tail end of Hurricane Rita (that included a few direct lightning strikes, a fire and two motel evacuations), the weather in Indiana was just fine with only a few light rain showers.

On a more serious note, there's been a major change within the MRF. Kirk "Hardtail" Willard is now the new MRF President. Folks, Hardtail is more than qualified to fill this very difficult and time consuming position and deserves your support to the max. He's gonna do just fine and the MRF membership looks forward to his new leadership. Kirk has stepped in for Karen Bolin, who had to suddenly resign from her position as MRF President for health reasons. Karen passed away recently (see next month's "Hall of Fame" here in "Easynews") and she will be greatly missed by all who had the honor and privilege of knowing her.

As always, the workshops and seminars presented by many well known Freedom Fighters were well received, with everyone gaining a lot of knowledge. However, one event stole it all. It was the Men in Kilts vs. the Men in Bibs Tug-of-War contest. For those of you not familiar with the Men in Bibs, these are guys who simply wear bib overalls. Before the event even started, both sides took donations to benefit the MRF. They raised a lot of money for their efforts and each had 10 members on their team. It was the best two out of three—and in the end the Men in Bibs were victorious. In all fairness to the Men in Kilts, it was obvious that the Men in Bibs were larger and weighed more, a lot more. Rumor has it that this is gonna be an annual event at the MOTM from now on and we look forward to it.

Courtesy of Mark Fassetti, ABATE of Indiana

MRF President Kirk "Hardtail" Willard (right) presents the John "Farmer" Eggers award to Boyd McFail from ABATE of Alaska.

Last, but certainly not least, was the Eclipse Band that performed on Friday evening. I've heard cover bands come and go, but nothing like the Eclipse Band. These guys have been together for 30 years plus and definitely not only caught *my* ear but the audiences' as well. They had the place rockin' out unlike anything I've ever seen before. They play southern rock including their own songs. This is the kind of music that true bikers thrive on and love. I was honored to receive a free CD from the band entitled *Freedom of the Ride*. It's hot! If you're interested in booking them call 317-933-3226 or hit the Web at www.eclipseband.net.

In 2007, the MOTM will take place in Cedar Rapids, Iowa. Stay tuned to Easynews for details. *—Twiggy*

Painter Award

2007 HOUSE OF KOLOR PRESTIGIOUS PAINTER

Ron Tonetti co-owner of RT's North Hills Cycle Inc. located in Pittsburg, Pennsylvania, with partner and moto artist Sara Liberte, was just selected as one of House of Kolor's 2007 Prestigious Painters. Ron, "RT," is one of 12 select painters chosen out of over 100 entries for this year's highly acclaimed honor by House of Kolor.

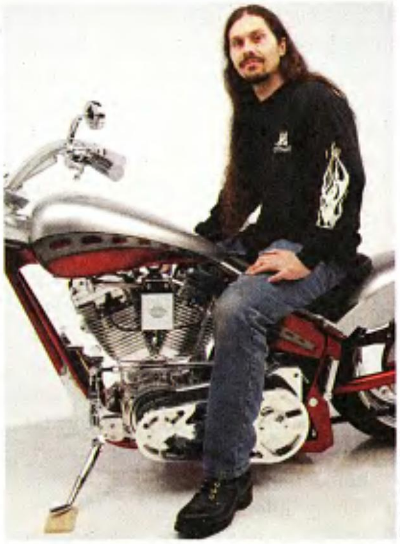

Photo: Sara Liberte

Ron *(above)* has been painting and building custom motorcycles for over 20 years and has earned quite a reputation for his dedication to perfection and flawless finish work. Recently, Ron and Sara completed a custom for NFL Super Bowl champ Barret Brooks of the Pittsburgh Steelers. The custom red and silver bike that earned Ron the award will be featured in an upcoming 2007 issue of *V-Twin* magazine and will also be featured in the 2007 House of Kolor Prestigious Painter Calendar.

Ron's work can be seen in several motorcycle books and on the cover of *Choppers* by author Mike Seate. The work of Ron Tonetti and Sara Liberte has been featured on TV shows such as *Corbin's Ride On*, The Travel Channel and on SPEED Channel's *American Thunder*.

RT's North Hills Cycle Inc. offers complete custom paintwork for all motorcycles as well as ground-up custom built motorcycles for the individual client. Individual and dealer inquiries are welcome for custom paintwork. You may contact RT's North Hills Cycle by calling 412-931-6205 or by visiting their Web site. Point your mouse to www.northhillscycle.com.

—Groana Bearit

Coast To Coast
Biker News

AAA PROMOTES USE OF AIR BAGS FOR MOTORCYCLISTS: The American Automobile Association has issued a press release urging motorcyclists to "explore new safety advances—including airbags" in an effort "to help motorcycle riders curtail the growing number of fatal crashes involving riders."

"AAA wants all motorists to be aware that the tremendous growth in the popularity of motorcycling has added millions of new motorcycles and riders to our roadways," said AAA President Robert L. Darbelnet. "This means drivers need to be more aware than ever of how to share the road safely with motorcycles. And motorcyclists need to take every opportunity to increase their margin of traffic safety... (and) better protect themselves by wearing protective gear, clearly illuminating their rides and looking into new technologies such as motorcycles equipped with airbags, so the road can be safer for all of us.

"Promising new safety technologies, such as a motorcycle airbag system recently tested by AAA in cooperation with its equivalent motoring organization in Germany, ADAC, demonstrate that motorcycles can be equipped to provide much more protection for riders," Robert said.

Pres. Darbelnet continued, "Motorcyclists owe it to themselves and their loved ones, to upgrade to a high quality helmet if they have not already done so and to wear appropriate eye protection, footwear, gloves and bright or reflective riding apparel."

"Motorists too, need to play a larger role in motorcycle safety," Darbelnet said. Approximately 50% all motorcycle crashes involve another vehicle, according to the AAA.

AIR BAGS ON MOTORCYCLES SETTING A TREND: As cyclist injuries and deaths increase, motorcycle makers are installing more safety features such as making greater use of antilock brakes and adding air bags. Some people wonder how effective air bags will be, how much of a market exists and how much they would save cycle owners on insurance.

Honda Motor Co. added air bags in June to its fully loaded Gold Wing, an 860-pound touring bike designed for distance driving in comfort and made near Marysville, Ohio. Honda began working on its air bag system in 1990 after determining that more than half of the motorcycle accidents that result in deaths or injuries occur when the front of the motorcycle strikes another vehicle or object. The cost of airbags adds about $1,500 on a $24,000 Gold Wing.

Yamaha Motor Corp., with U.S. headquarters in Cypress, California, is now developing an air bag system and is using a scooter with air bags for research in Japan.

Worldwide Riders, a Cheyenne, Wyoming-based motorcycle accessories company, sells vests with protective bladders that inflate as riders are being ejected from their motorcycles.

"Motorcycle manufacturers are engaging in a lot of R&D in the area of — some would call it safety, some would call it risk management," said Tom Lindsay, spokesman for the Ohio-based American Motorcyclist Association. "It's part of a trend," Tom concluded.

Bob Hartwig, chief economist for the New York City-based Insurance Information Institute, said the insurance benefits of having motorcycle air bags probably would be small because the devices protect only the driver and only in frontal crashes. Air bags in cars protect drivers and passengers in front and side crashes.

Jake Balzer, an analyst with Guzman & Company, an investment banking firm, said there may be somewhat of a market for air bag-equipped motorcycles, but questioned whether Honda will sell that many unless states require motorcycles to have the devices.

GOLDEN STATE ENACTS ROW LEGISLATION: "I decided to sign this bill after extensive consideration and thorough deliberation with proponents and opponents of this issue," said Gov. Arnold Schwarzenegger in signing a bill to increase penalties against motorists convicted of a Right-Of-Way violation that results in injury. "I will remain committed to enhancing traffic safety in California."

SB-1021, which was signed into law on September 30, imposes additional fines when a motorist is convicted of a traffic offense that causes "bodily injury" or "serious bodily injury" to another person. The new law also mandates that the California Driver's Handbook and the curriculum of traffic-violator schools include information about "respecting the Right-Of-Way of others, particularly pedestrians, bicycle riders, and motorcycle riders."

The ROW bill was sponsored by Sen. Debra Bowen (D-28) and co-sponsor Assembly Member Bonnie Garcia (R-80), working with ABATE of California in successfully lobbying SB-1021 into law.

Sixteen states have now passed ROW Bills since Virginia passed the first such legislation three years ago, spearheaded by ABATE of Virginia and the Virginia Coalition of Motorcyclists founded by AIM Attorney Tom McGrath. They are: Arkansas, Georgia, Iowa, Louisiana, Maine, Missouri, New Hampshire, New York, North Carolina, Oklahoma, Pennsylvania, Virginia, Washington, West Virginia, Wisconsin, and now California.

LAW OF NATURAL SELECTION: "2 Killed In Motorcycle Crash; Police Say Rider Was On Phone.

On October 9, a man and his wife were killed when the motorcycle they were riding missed a curve and ran into a concrete median in Ellettsville, Indiana, and police report that the driver was simultaneously *talking on a cell phone* and operating the motorcycle when the crash happened. Niether was wearing a helmet."

This newspaper report was sent to us by Tiger Mike Revere, state director of ABATE of Oklahoma and member of the NCOM board of directors. He has this to add as editorial:

"This is one heck of a shame. When there are so many of us are actively campaigning to reduce the number of motorcyclist deaths and injuries that are associated with *others* yakking on cell phones! We certainly don't need to contribute to these totals ourselves by violating the Law Of Natural Selection, which is there to weed out the stupid. Of course, the idiot media had to address that they weren't wearing a helmet, but I don't think it would've mattered in this case. The most important piece of safety equipment that needed to be used wasn't, and that is what's *under* the helmet, not the helmet itself."

CONTINUED ON PAGE 30

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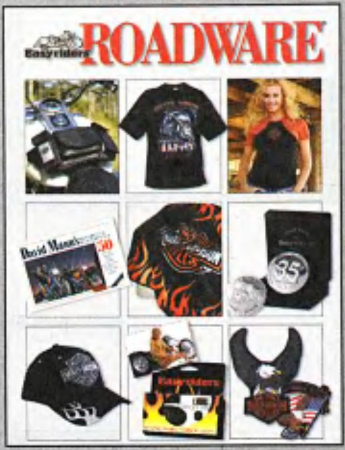

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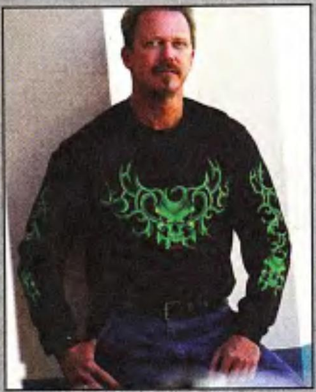
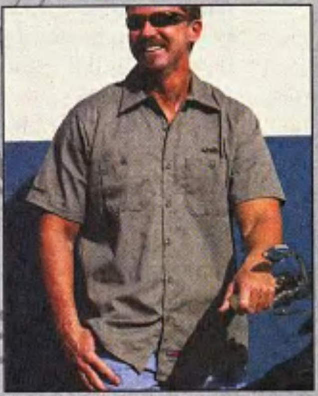


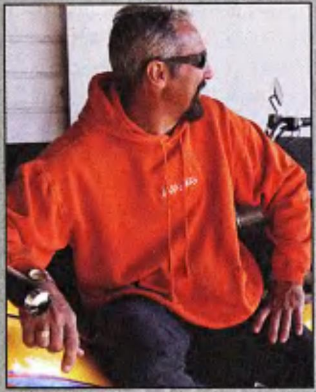
GREEN SKULL LONG SLEEVE TEE
8139 SM-XL $29.95 • XX $31.95
XXX $33.95

LONG SLEEVE LI'L DEVIL
2039 SM-XL $28.95 • XX $30.95

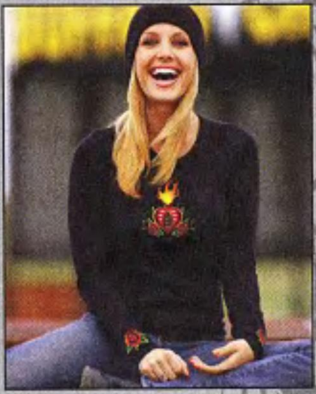


GRAPHITE GRAY WORK SHIRT
5048 MD-XL $37.95 • XX $39.95
XXX $41.95

CHECK OUT
EASYRIDERS.COM
For these and other great product and gift ideas.



WISE GUYZ PULLOVER SWEATSHIRT
3727 MD-XL $39.95 • XX $41.95



SACRED HEART
3104 SM-XL $24.96

NAKED LEATHER CAP
H300418 SM/MD $39.95
H300418-L LG/XL $39.95

Dealer inquiries invited, call
800-552-2846

EMBROIDERED HOODED SWEATSHIRT
3111 SM-XL $36.96 • XX $39.96

KNIT BEANIES
7167 Red Devil $19.95
7166 Iron Cross $19.95

EASYRIDERS FLEECE ROLL BLANKET
610021 $29.95

CODE: AMP404

Biker News CONTINUED

MONTANA FACES HELMET LAW THREAT: AMA Chairman Dal Smilie warns of a helmet law threat and requests to spread the word. "The MT Head Injury group is having a state senator draft a helmet bill—the first one they have tried in Montana since the early '80s," he says. He explained that ABATE of Montana is an NCOM Member Group that may need assistance "since we have not had a helmet law in a long time," and requested us to "let the folks out there know."

Glen Fengstad, one of the leaders of ABATE of Montana, and vice chairman of NCOM board of directors, reported that during the 2006 NCOM convention that "Montana was vulnerable and it seems to be coming to pass. We have a new state board, which seems to be very 'gung-ho' and hopefully with guidance of Dal and myself and a few other 'old hands' we will again stave off this threat."

IMPLEMENTING THE NATIONAL AGENDA FOR MOTORCYCLE SAFETY: ImplementNAMS.org is a new Web site introduced by the Motorcycle Safety Foundation to focus on improving rider safety and to help stem the rise in motorcyclist crashes by implementing the National Agenda for Motorcycle Safety.

Released in November 2000 as a joint two-year effort of NHTSA and the MSF, NAMS is a comprehensive blueprint and strategic vision for the future of motorcyclist safety. Intended to provide direction to the safety community for a decade or more, the plan addresses many safety countermeasures on a variety of fronts. NAMS outlines 82 recommended actions to improve motorcyclist safety, categorized in five major areas: research and information, human, social, vehicle and environmental factors.

The National Agenda for Motorcycle Safety was always intended to inspire the mobilization of efforts to promote and improve motorcycle safety on all levels. Dr. Sue Bailey, administrator of the National Highway Traffic Safety Administration referred to the NAMS document in her Forward Letter as "...a blueprint for the future."

The Administrator also mentioned in the NHTSA NAMS Forward Letter, "My challenge to you, the motorcycling and traffic safety communities is to take action on those parts of the National Agenda that you can support so the recommendations become reality and motorcycle safety is enhanced." She goes on to add, "I believe there is something in the National Agenda for Motorcycle Safety for everyone to work toward. The motorcycling and traffic safety communities must give it life."

The MSF has established a NAMS Grant Program available for those who wish to implement innovative projects based upon the recommendations provided in NAMS. This small-award grant program targets a broad range of grassroots efforts to improve motorcyclist safety. The grants, up to $10,000 each, may be used to jumpstart new programs or to support ongoing efforts that complement NAMS recommendations.

—Bill Bish
National Coalition Of Motorcyclists

Freedom Fighter

A NOTE OF THANKS TO RICHARD QUIGLEY

There is an individual outside our ABATE family that we all need to thank. Richard Quigley, from Santa Cruz, California, has given much of his energy and time to fighting for freedom of choice. Quig has fought a judicial battle since 1992 for the right to dress as he pleases when he rides. Finally, an honest judge has had the opportunity to make a ruling on the helmet issue. Thanks to the tireless efforts by Quig, we have something to fight for. We as ABATE now have to put finality to this battle in the courts. A huge "way to go" to Richard Quigley.

Now it's time for ABATE members to educate all the freedom fighting riders in California of the seriousness of the coming judicial battle. We need money; what a surprise! At this time, donations are being collected to go further with Quig's court rulings in the judicial court system. In the next couple of months ABATE will report on our progress towards this challenge.

Let's also not forget the personal struggles that Quig has had and support him in his battle for his life. He needs and deserves anything to help his cause. You deserve freedom and you need to stand up and fight for it.

—Joe Schwirian,
Chairman of Board, ABATE of CA

"Wilma... may I have your undivided attention? I'm about to get off."

Legalese

ABATE WINS RULING FROM SANGAMON CIRCUIT JUDGE

ABATE of Illinois has won a ruling from the Sangamon Circuit Court. On October 25, 2006, ABATE Legal Services received notice that the Court has "denied" the Governor's motion to dismiss ABATE's complaint, alleging the Governor is abusing his authority and wrongfully misusing funds belonging to the motorcyclists of Illinois. We are awaiting a ruling on class action status for all other groups like us who are similarly situated. It is now on to discovery; which means we may have the opportunity to get into the files of the Governor to help bolster our case. At ABATE Legal, we believe we should also attempt to take the deposition of the Governor and ask him some tough questions for all motorcyclists. Normally you can not depose a governor on ministerial functions. We do not believe taking money without authority is ministerial; we believe it should be called stealing. We'll keep you advised.

—Rod Taylor, ABATE Legal Service

Industry News

INDIAN MOTORCYCLE'S $30 MILLION CAPITAL INCREASE

Indian Motorcycle recently announced that it has successfully executed a capital increase of $30 million in order to fund its re-launch of the company and implement its business plan developed over the last two years.

This follows the recent announcement that Indian will close on the purchase of a factory near Charlotte, North Carolina, where its world headquarters is now located. The site, located in Cleveland County, 35 miles west of downtown Charlotte, includes 11 acres of property and a 40,000-square-foot manufacturing facility which is expandable to 125,000 square feet. This same announcement also described the hiring of industry veteran, Geoff Burgess, to the position of vice president of product development and engineering.

"This capital increase is a clear demonstration of our significant commitment to the successful future of Indian Motorcycle. It ensures that the company has the proper financial foundation," said Indian Chairman Stephen Julius. "However, the success of Indian Motorcycle will not be based on capital alone. Recruiting a world-class management team and following the appropriate business strategy are paramount," added Mr. Julius.

The company also announced that it is formally seeking to hire a seasoned motorcycle executive as GM for the company. This executive will assume the role of David Wright, formerly president of the company, who resigned on August 25, 2006. Steve Heese has taken over as president while Stephen Julius remains executive chairman. Mr. Heese is a long time investor and partner with Stellican Limited and currently serves as president of another Stellican Investment, Chris-Craft Corporation. —*Heap Big Chief*

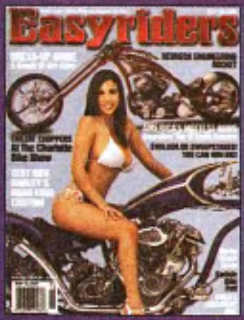
Events

NCOMS 22ND ANNUAL CONVENTION

Hosted by the Confederation of Clubs of North Carolina and the CBA/ABATE of North Carolina, NCOM's 22nd Annual Convention will be held on May 10-13, 2007 in Charlotte, North Carolina. It will take place at the Hilton Charlotte University Place, 8629 J.M. Keynes Drive, Charlotte, North Carolina 28262. For reservations call the Hilton at 704-547-7444 or 800-445-8667.

For those of you flying into and out of the Charlotte Douglas International Airport, transportation will be provided by the Confederation of Clubs of NC. For additional information call NCOM at 800-525-5355. We'll see you there.

—*Twiggy*



ASK FOR YOUR FREE Magazines

You got it—just make a purchase of $50 or more and ask for your FREE copy of *Easyriders* from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

ALABAMA
Biker Shack 411, LLC
8666 US Hwy 411 - Centre
256-475-3384

CALIFORNIA
Bartels' H-D
4141 Lincoln Blvd
Marina Del Rey
310-823-1112

San Diego H-D
5600 Kearny Mesa Rd.
San Diego
858-614-4312

Temecula Valley Choppers
28860 Old Town Front St.
Temecula
951-693-5200

COLORADO
Thunder Mountain H-D
4250 Byrd Dr.
Loveland
970-493-3137

DELAWARE
Billy Bob's Bike Barn
9598 Coastal Hwy.- Milford
302-684-5800

FLORIDA
Cycle Lab
1911 S. State Rd. #7
Ft. Lauderdale
954-587-4392

H-D of Miami
19400 N.W. 2nd Ave.
Miami
305-651-4811

Miller's Custom Parts
1863 S. Ridgewood Ave.
S. Daytona
386-761-0858

LLINOIS
Heritage Harley
2595 Ogden Rd. - Lisle
630-420-1942

MASSACHUSETTS
Dave Frank M/C Sales
81 Bridge St. - Salem
978-744-1025

MICHIGAN
Bubba's Tri-City Cycle
804 S. Huron - Linwood
517-697-5525

MISSOURI
Steele Thunder Custom Cycles
142 York Dr. - Marshfield
417-468-2354

NEBRASKA
Butterfield's M/C Parts
8025 Blondo - Omaha
402-391-3768

NEW JERSEY
Kosco H-D
1149 State Route 23
Kinnelon
973-838-8800

NEVADA
Sinister Cycles
4300 N. Pecos #19 - Las Vegas
702-639-8657

NEW YORK
Light House H-D
670 E. Jerico Turnpike
Huntington Station
631-427-0382

Zack's V-Twin Cycles
799 Violet - Hyde Park
845-229-1177

NORTH CAROLINA
Big Dog of Greensboro
106 College Rd. - Greensboro
336-292-4262

OHIO
Big Dog of Columbus
611 E. Broad St. - Columbus
614-224-9400

H&B Cycle
17041 Mennell Rd. - Grafton
440-926-3440

TEXAS
Strokers Dallas
9304 Harry Hines Bl. - Dallas
214-357-0707

VIRGINIA
Shenandoah H-D
213 Rolling Thunder
LnWaynesboro
540-213-7433

WASHINGTON
Ace of Spades
719 N. Tower - Centralia
360-807-6442

WISCONSIN
Mischler's H-D & BMW LLC
N. 8131 Kellom Rd - Beaver Dam
920-887-8425

Suburban H-D
139 N. Main - Thiensville
262-242-2464

To get your shop listed here call Angela at:
800-572-1386 - ext. 1300

Happenings

ALABAMA
Winter Wonderland Ride For Allie
Date: Jan. 27
Place: Heart of Dixie Harley-Davidson, Pelham
Info: RideforAllie.com

Bama Bike Fest
Date: Mar. 15-18
Place: Forkland
Info: 334-289-5213
www.bamabikefest.com

4th Annual Crawfish Boil & Bike Show
Date: Mar. 31
Place: Biker Shack, Centre
Info: 256-475-3384
www.bikershack411.net.

ALASKA
St. Patrick's Day Party
Date: Mar. 17
Place: Last Frontier MC, Anchorage
Info: 907-522-1017

ARIZONA
11th Arizona Bike Week
Date: Mar. 22-27
Place: Scottsdale
Info: 480-704-1142
www.azbikeweek.com

CALIFORNIA
Easyriders Bike Show
Date: Jan. 6-7
Place: L.A. Fairplex, Pomona
Info: 800-962-9857
easyridersevents.com

Rod, Custom & Motorcycle Show
Date: Jan. 12-14
Place: Cow Palace, San Francisco
Info: 209-744-8090
www.sfcustomshow.com

Easyriders Bike Show
Date: Jan. 13-14
Place: Convention Center, Sacramento
Info: 800-962-9857
easyridersevents.com

Grand National Roadster Show
Date: Jan. 26-28
Place: Pomona Fairplex
Info: 877-236-0632
www.hotrodshows.com

Autorama
Date: Feb. 9-11
Place: Cal Expo Fairgrounds, Sacramento
Info: 877-236-0632
www.hotrodshows.com

Cycle Show & Swap Meet
Date: Mar. 25
Place: Long Beach Veteran's Stadium
Info: 714-557-1846
www.toppingevents.com

Easyriders Bike Show
Date: Mar. 31
Place: Convention Center, San Diego
Info: 800-962-9857
easyridersevents.com

COLORADO
Ice Races
Date: Jan. 14
Place: Woodland Park, Rainbow Falls Park.
Info: www.harrys-roamers-mc.org

Ice Races
Date: Jan. 21
Place: Woodland Park, Rainbow Falls Park.
Info: www.harrys-roamers-mc.org

28th Show & Swap
Date: Jan. 27-28
Place: Nat'l Western Complex, Denver
Info: 719-269-1721
www.comotorcycleshowandswap.com

36th Tri-State Swap Meet
Date: Feb. 3-4
Place: Nat. Western Stock Show Complex. Denver
Info: www.tristate swapmeet.com

Ice Races
Date: Feb. 7
Place: Woodland Park, Rainbow Falls Park
Info: www.harrys-roamers-mc.org

FLORIDA
Webster Cycle Swap Meet
Date: Feb. 4
Place: Webster
Info: 800-832-3477
www.cyclemeet.com

3rd Ride For Smiles
Date: Feb. 10
Place: Adamec H-D
Info: 800-255-1430
www.adamecsharley.com

Bike Week
Date: Mar. 2-11
Place: Daytona Beach
Info: 386-255-0981
officialbikeweek.com

"Y'll come" Sidecar Rally
Date: Mar. 2-4
Place: Ocala
Info: 727-946-5262

GEORGIA
Great American MC Show
Date: Feb. 9-11
Place: North Atlanta Trade Center, Norcross
Info: 770-279-9899
www.northatlanta tradecenter.com

ILLINOIS
Walneck's Swap Meet
Date: Jan. 14
Place: Lake County Fairgrounds, Grayslake
Info: 630-985-2097
www.walneckswap.com

Supercycle Show & Parts Expo
Date: Feb. 3
Place: Chicago
Info: 262-835-9509
supercycleshow.com

INDIANA
Indiana Motorcycle Expo
Date: Feb. 22-25
Place: Fairgrounds, Indianapolis
Info: 317-546-4344
www.indianamotorcycle expo.com

KENTUCKY
Easyriders Bike Show
Date: Feb. 10
Place: International Convention Center, Louisville
Info: 800-962-9857
easyridersevents.com

LOUISIANA
HOG Rally
Date: Mar. 29-31
Place: Houma
Info: 866-342-7464
www.lastatehogrally.com

MARYLAND
2nd Annual Valentines Bulland Oyster Roast
Date: Jan. 27
Place: Hawks Pleasure Club, Essex
Info: 410-671-4541

Mid-Atlantic Int'l MC Show
Date: Feb. 9-11
Place: Timonium
Info: 410-561-7323;
www.cycleshow.net

MASSACHUSETTS
7th Northeast M/C Expo
Date: Jan. 13-14
Place: Shiners Auditorium, Wilmington
Info: 877-245-3976
nemotorcycleexpo.com

Springfield M/C Show
Date: Jan. 21
Place: W. Springfield
Info: 413-467-2171
www.osegshows.com

MICHIGAN
Motorcycle Swap Meet
Date: Jan. 28
Place: Lansing Center
Info: 800-968-4242
motorcycleswap.com

Motorcycle Swap Meet
Date: Feb. 25
Place: Fairgrounds, Detroit
Info: 800-968-4242
motorcycleswap.com

Motorcycle Swap Meet
Date: Mar. 11
Place: Perani's Arena, Flint
Info: 800-968-4242
motorcycleswap.com

MISSOURI
M/C Swap Meet
Date: Feb. 11
Place: Fairgrounds, Sedalia
Info: 816-456-4415
www.jwswapmeet.com

NEVADA
Vintage M/C Auction
Date: Jan. 11-13
Place: South Coast Hotel and Casino, Las Vegas
Info: 651-633-9655
midamericaauctions.com

NEW HAMPSHIRE
10th Annual Northeast MC Expo
Date: Jan. 27-28
Place: Rockingham Park, Salem
Info: 877-245-3976
nemotorcycleexpo.com

NEW JERSEY
Motorcycle Spectacular
Date: Jan. 13-14
Place: Garden State Exhibit Center, Somerset
Info: 386-252-3101
www.cycleprousa.com

NEW YORK
Am-Jam Tattoo Expo
Date: Jan. 19-21
Place: Holiday Inn, Syracuse
Info: 518-893-2273
www.am-jam.com

NORTH CAROLINA
Easyriders Bike Show
Date: Jan. 27-28
Place: Charlotte Convention Center
Info: 800-962-9857
easyridersevents.com

Chopper Challenge For Children
Date: Mar. 24
Place: Polar Bar, Asheville
Info: www.showingour heartsforkids.org

OHIO
15th Annual Penn-Ohio Swap Meet
Date: Feb. 11
Place: Yankee Lake Ballroom, Brookfield
Info: 724-588-4559
www.pennohioswap meet.com

Easyriders Bike Show
Date: Feb. 16-18
Place: Veteran's Memorial, Columbus
Info: 800-962-9857
easyridersevents.com

Walneck's Motorcycle Swap Meet & Shows
Date: Mar. 25
Place: Clark Co. Fairgrounds, Springfield
Info: 630-985-2097
www.walneckswap.com

OKLAHOMA
10th Annual M/C Show
Date: Jan. 20- 21
Place: Okahoma City
Info: 816-456-4415
www.jwswapmeet.com

M/C Swap Meet
Date: Feb. 25
Place: State Fair Park, Oklahoma City
Info: 816-456-4415
www.jwswapmeet.com

OREGON
Rod & Custom Show
Date: Feb. 16-18
Place: Portland Expo Center
Info: hotrodshows.com

PENNSYLVANIA
Motorcycle Parts Extravaganza
Date: Jan. 17
Place: York
Info: 386-252-3101
www.cycleprousa.com

Pittsburgh Bike Expo
Date: Mar. 31-Apr. 1
Place: ExpoMart, Monroeville
Info: 386-252-3101
www.cycleprousa.com

TENNESSEE
Music City Motorcycle Show & Expo
Date: Jan. 13-14
Place: Nashville
Info: 615-847-2874
appletonmotorcycle.com

Easyriders Bike Show
Date: Feb. 3
Place: Cook Convention Center, Memphis
Info: 800-962-9857
easyridersevents.com

TEXAS
South Texas M/C Show
Date: Mar. 23-25
Place: Freeman Coliseum, San Antonio
Info: txbikeshow.com

VIRGINIA
Northeast MC Expo
Date: Feb. 17-18
Place: Fredericksburg Expo Center
Info: 877-245-3976
nemotorcycleexpo.com

WASHINGTON
Seattle Roadster Show
Date: Mar. 2-4
Place: Qwest Field Event Center, Seattle
Info: hotrodshows.com

To have your event or organization listed, get the info to us at least four months in advance. We're as accurate as possible, but dates can change, so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000 Fax: 818-889-1252; www.easyriders.com

WHAT COULD BE MORE PLEASANT THAN A PICTURESQUE RIDE THROUGH THE MOUNTAINS?
TOM WOJAHN

National Law Chart

Neither *Easyriders*, nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made to ensure that the information is correct at the time of publication.

State	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors	Periodic Safety Inspection	Radar Detection	65 (or more) mph Speed Limit
Alabama	r	a		17	c	c			r			√
Alaska	4		15	17	c	c		p	r	r-28		√
Arizona	4	a,12	14	17	c	c			r	r-29		√
Arkansas	6		r	r, 17	c	c			r	r		√
California	r	a, 6,12		17, 21	c	c		25	r	r-28		√
Colorado		a,12	r	17	c	c			r	r-28		√
Connecticut	4, 9	a, 4,12	14	17, 22	c	c			r	r-28		√
Delaware	1,2,5,9	a,4,12,13	r	17	c	c			r	r		√
Florida	32	a,6,12,13	r	r, 17	c	c			r			√
Georgia	r	a,12,13	14	r, 17	c	c		26	r			√
Hawaii	1, 4	a,12	14		c	c	24		r	r		
Idaho	4	a,6		17	c	c						√
Illinois		a, 4,12,13	14	r, 17	c	c			r			√
Indiana	4,9	a,12	4	17,18	c	c						√
Iowa		a,4,12		17,20	c	c			r			√
Kansas	4	a,12	14	21	c	c			r (left)	r-28		√
Kentucky	3, 6, 9	a,12	r		c	c			r	29		√
Louisiana	r	a,12	14	17	c	c			r (left)	r		√
Maine	7	a,12,13		r	c	c			r	r		√
Maryland	r, 1	a, 4,12,13	14		c	c		25	r	30		√
Massachusetts	r	a,12	14	17	c	c		p	r	r		√
Michigan	r	a, 4,12	14,16	17	c	c			r	r-28		√
Minnesota	4, 9	a, 4,12	r	r, 17	c	c		25	r	r-28		√
Mississippi	r									r		√
Missouri	r	a,12		17						r		√
Montana	4	a,12		r, 17	c	c			r			√
Nebraska	r	a,12,13		17	c	c						√
Nevada	r	a,12	14	17	c	c			r			√
New Hampshire	4	a,12	14	17	c	c			r	r		√
New Jersey	r, 1	a	9a	17	c	c			r	r		√
New Mexico	1, 4	a,4,12,13	14	17	c	c			r	r-28		√
New York	r, 1		r	r, 17	c	c		25	r	r		√
North Carolina	r	a		r, 17	c	c			r	r		√
North Dakota	1, 4	a,10		17	c	c			r			√
Ohio	3, 4,9	a,4,12	14	17	c	c			r	r, 28		√
Oklahoma	4		14	r, 17	c	c						√
Oregon	r	a,12		r, 17	c	c			r	r, 28		√
Pennsylvania	6	a,12,13	r	r, 17	c	c		26	19	r		√
Rhode Island	3, 6, 8	a, 11,12,13	r		c	c		p	r	r		√
South Carolina	1, 6		14	r, 17	c	c			r	r		√
South Dakota	4	a,12,13	14	17	c	c			r			√
Tennessee	r	a,12	14	r, 17	c	c			r			√
Texas	31	r, 4		17a	c				r	r		√
Utah	4	a,12		17	c	c			r	r		√
Vermont	r, 1	a,12	14	17	c	c			r	r		√
Virginia	r	a,12	14	17	c	c			r	r	p	√
Washington	r	a, 4	14	r, 17	c	c	23		r	r, 28		√
West Virginia	r, 1	a,12,13	r	r	c	c			r	r		√
Wisconsin	4, 9	a,4,12	15	r, 17	c	c			r	r, 28		√
Wyoming	4	a		r, 17	c	c			r			√
Wash DC	r		14	17	c	c			r	r	p	

LEGEND:

√ In effect on designated rural interstate highways
r Required by law
a Available for all eligible applicants
p Prohibited to use or possess
c Required if carrying a passenger
1 Reflectorization required
2 Must have in possession
3 Required for novice riders
4 Required under age 18
5 Required under age 19
6 Required under age 21
7 Required under age 15 with learner's permit or for one year after obtaining license
8 Required for passengers
9 Required for instructional permit holders
10 Required under age 16
11 Required for first-time applicants
12 May waive skills test for successful completion of rider education
13 May waive knowledge test for successful completion of rider education
14 Required by law unless equipped with windscreen
15 Required unless equipped with windscreen that is 15 inches above handlebars
16 Required at speeds over 35 mph
17 Modulating headlight permitted
18 Required for vehicles manufactured after 1/1/56
19 Required for vehicles manufactured after 1/1/75
20 Required for vehicles manufactured after 4/1/77
21 Required for vehicles mfg'd during or after 1978
22 Required for vehicles mfg'd during or after 1980
23 Prohibits passengers under age 5
24 Prohibits passengers under age 7
25 Single earphone only
26 To be used for communication purposes only
27 Required by inspection regulations
28 Random
29 Annual emissions, some areas
30 Upon title transfer
31 Optional over 18 with proof of $10,000 of medical insurance for bodily injuries.
32 Not required over 21 with a minimum of $10,000 in medical insurance.

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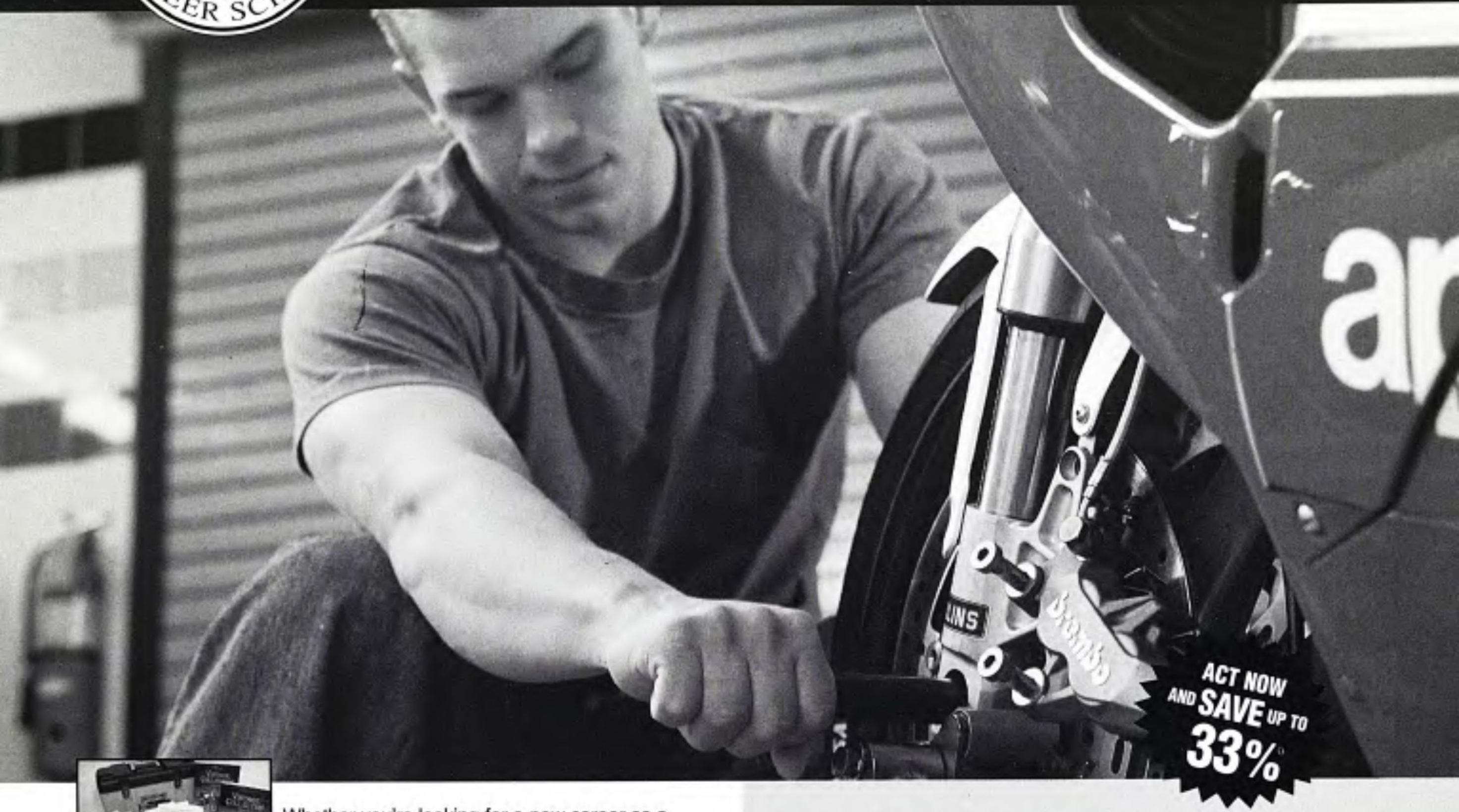

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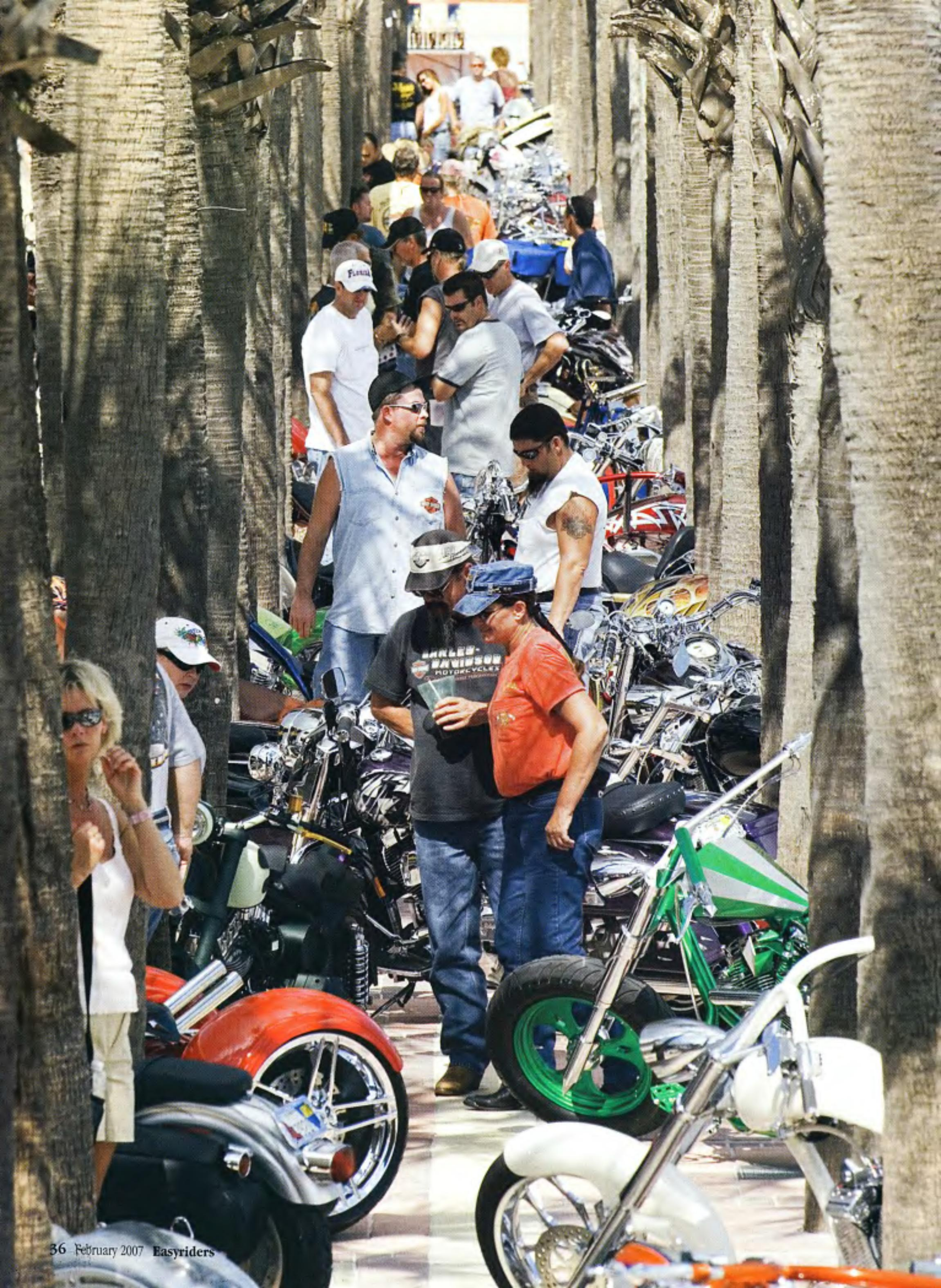
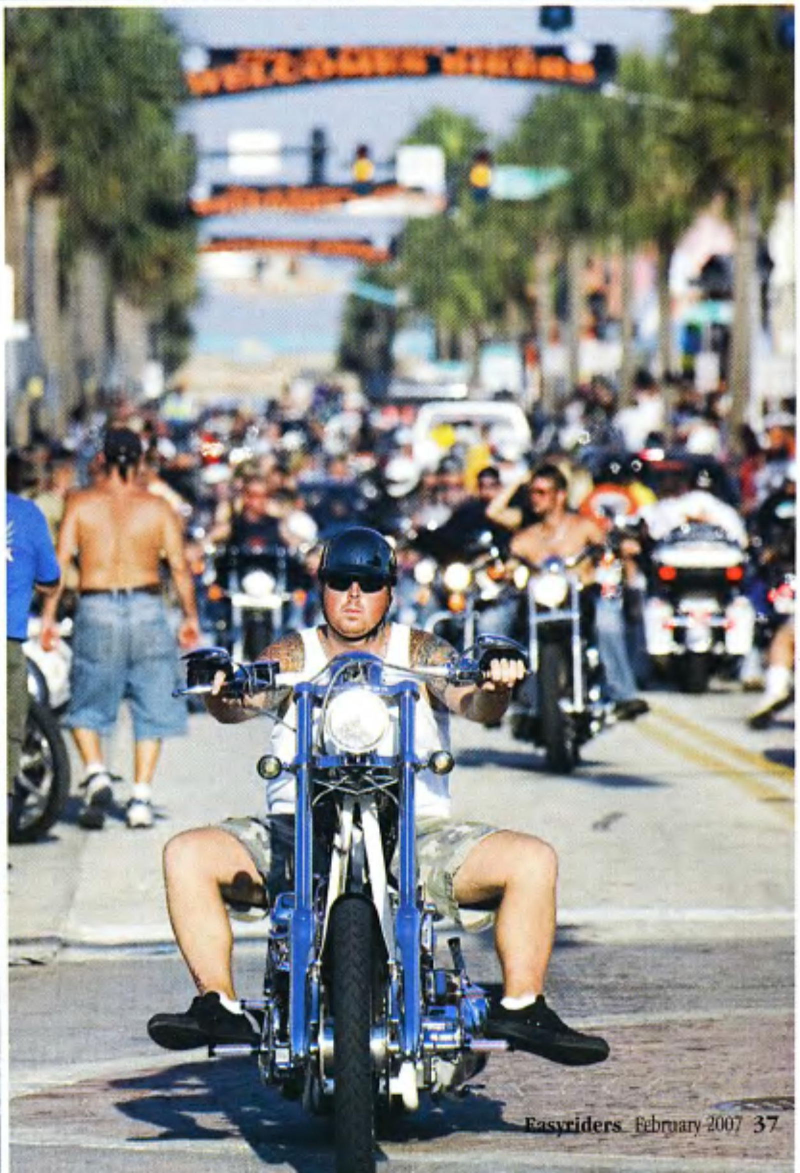


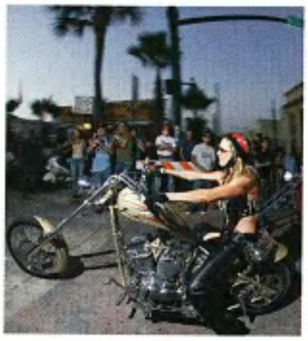
Conversation overheard at Bruce Rossmeyer's Destination Daytona during Biketoberfest:

"Hi, welcome to the Destination Daytona Information Booth. How may I help you?"

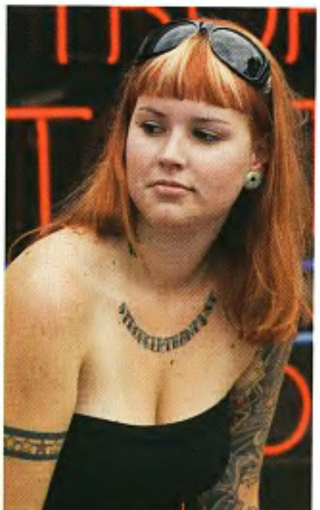
"Where is that Captain America roller coaster ride where you get on a chopper and ride through simulated pot smoke before getting blown off your scoot by crazed rednecks and then fall down a water slide?"

14TH ANNUAL BIKETOBERFEST





RAT FINK



"Sorry sir, this is Destination Daytona. We don't have a roller coaster ride."

"Hmph. Well... you should. You have everything else!"

Ain't that the truth. The mega motorcycle mall known as Destination Daytona offers riders a biker world of shopping, dining and entertainment that would put Disneyland to shame. Since we visited this two-wheeled city last year, Destination Daytona has swelled to include a full truck stop, a lavish Arlen Ness Superstore, more places to eat, live bands, the Teresi Dyno-Drags truck, a vendor city and a whole lot more. I wouldn't put it past Mr. Rossmeyer to build that roller coaster ride one of these days.

While bikers from all over the 50 states converged on Daytona Beach for this annual "last ride before winter," numbers seemed to be down a bit. It sure was easier to get around this year. There was also more of an assortment of motorcycle makes and models than ever before. Crotch rockets rode right alongside Harleys, Yamaha cruisers, Ducatis and dirt bikes. All were welcome and all came to party.

Main Street was still a great place to hang out and see the never-ending spectacle of biker humanity parade past you. The Boardwalk Bike Show and the Rat's Hole Show (back and better than ever at the water park) showcased some of the best customs we've ever seen. Special congratulations to Sam Nehme of BMS Customs for taking the gold at both

Photos: Michael Lichter

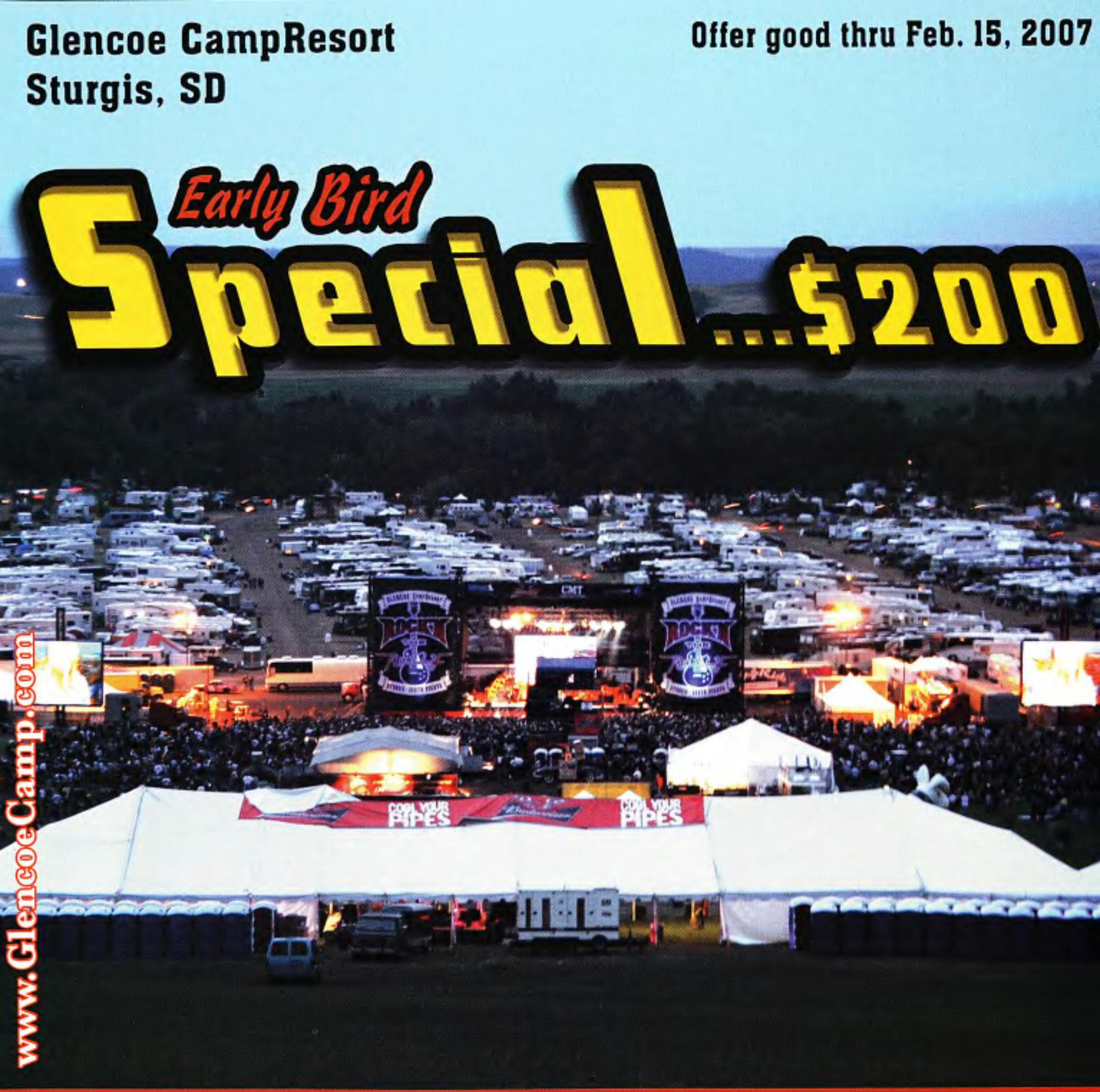
shows for his wild Star choppers. Builder Jaxon Fyffe turned lots of heads with his customs as well. Guess what? Both Sam and Jaxon specialize in metric customs and they blew everybody away.

While Beach Street aftermarket vendors have pretty much moved either to the Speedway or out to Destination Daytona, you could still find plenty to do over at Carl's Speed Shop or visit the tents over at Daytona Harley-Davidson. There was something new for you over at the Speedway track this year. You could actually ride through the tunnel, check out the infield area and visit a master builder's row, which included Indian Larry Legacy, Eddie Trotta, Matt Hotch and Dave Perewitz.

Our favorite picks for biker-style party fun can still be found at the Ironhorse, The Broken Spoke and down at The Last Resort. But the action was hot all over Biketoberfest, mainly because the temps were in the 90s and the humidity was at least 200%. Next time, I'm gonna bring a portable shower.

We hope you enjoy our look at the faces and places that made this four day fandango a heap o' good times. Thanks to Michael Lichter for the incredible photography. Look for our video version of Biketoberfest on *V-Twin TV* on SPEED Channel. Watch your local listings for dates and times.

—Dave Nichols



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Since this issue is devoted to individualizing your scoot, or building from the ground up, have a gander at the wide variety of unique sheet metal choices available from Harley-Davidson and the aftermarket custom paradise. Some items are a simple bolt-on and others are simply raw material for you to shear, customize and weld to your heart's content. With a little ingenuity and work, "you can have it your way."

Please note: The companies marked with an [logo] are advertisers in this issue. Please have a look at the advertisers index on Page 144 for the location of their ad and more information on their products.

—Kit Maira

EASYRIDERS' GUIDE TO SHEET METAL

DRAG CUSTOM REPLACEMENT FRONT FENDER

Customize your FL by adding this custom replacement front fender from Drag Specialties. A master builder personally inspects the straightness, consistency and flawless finish of this heavy-gauge steel-constructed fender. It is very easy to install, as it comes predrilled and measures 6.5 inches wide. Designed for '94-'07 Road Glides and Road Kings, they are handmade in the U.S.A.

CUSTOM ONE-PIECE STRETCHED GAS TANKS

For Softail owners, these 2-inch dash-style, extended 5.1-gallon capacity tanks are constructed from 16-gauge stamped steel. Mounting provisions for stock-style dash and ignition switch are included (dash and switch not included). The fuel gauge bungs accept OEM-style or aftermarket fuel gauges. Seat nose may require modification to fit properly with these tanks and '04 thrrough '06 models require the use of tank fitting kit.

Drag Specialties, www.dragspecialties.com

BIG BEAR CHOPPERS SHEET METAL

BBC is going the extra mile to manufacture their sheet metal to the best possible quality. As opposed to the industry standard spun technique, every piece is deep drawn, which results in a very accurate shape with a smooth finish. BBC fuel tanks come with leak proof, flush mount pop-up gas cap. All BBC fuel and oil tanks are pressure tested. Their fenders are constructed of 12-gauge steel. Rear fenders come complete with fender struts. Order the fenders cut, welded and ready to go. Or buy a fender donut and cut it out yourself.

Big Bear Choppers, 909-878-4340; www.bigbearchoppers.com

COLOR-MATCHED BOBTAIL FENDER FOR DYNA MODELS

Change the attitude of a Dyna with a color-matched Bobtail rear fender from Harley-Davidson Genuine Motor Accessories. Standard on the Dyna Wide Glide, this upturned fender adds style and the

factory-painted finish ensures an accurate color match front to rear. Fits 2006 and later FXD, FXDL, FXDB and FXDC models. Also available factory-primed for custom projects.

HEAT FUEL TANK KIT FOR SPORTSTER

This new 4.5-gallon Heat fuel tank for Sportsters from Harley-Davidson Genuine Motor Accessories replaces the OE tank with a custom-painted version that is a perfect match for the single color front and rear fender. The design features fanned flames that flow over the fuel tank and lick at the seat with dramatic effect. Available in three different color combinations: Vivid Black and Fire Red Pearl; Vivid Black and Silver; and Vivid Black and Deep Cobalt. Designed to fit 2007 XL models.

Harley-Davidson, 800-443-2153; www.harley-davidson.com

CUSTOM GAS TANKS

RC Components is now a distributor of Independent Gas Tank Company's custom gas tanks. Elegant curves, flowing lines and seamless beauty are just not

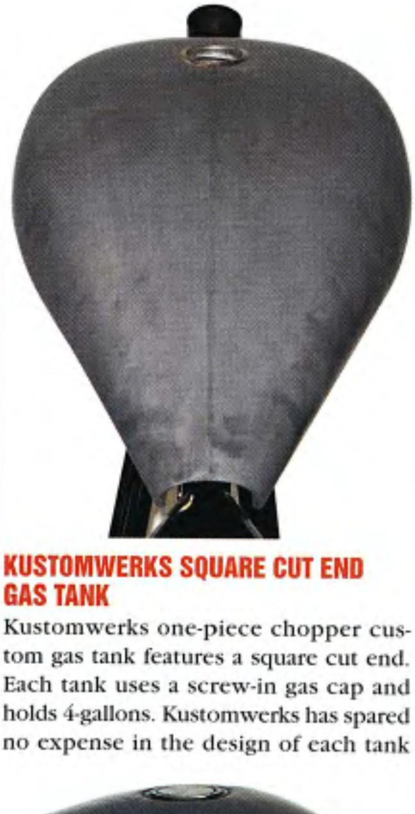
enough to describe this line of custom tanks *(above)*. Handcrafted from 16-gauge cold rolled steel, each tank is TIG-welded and pressure tested to assure you receive the highest quality, top-of-the-line product. Each tank comes with your choice of pop-up or standard gas cap. With six styles to choose from, there is a style to meet any of your custom project needs. Tanks are in stock and ready to ship immediately.

RC Components, 800-931-0326; www.rccomponents.com

FAT KATZ TRENDSETTERZ TANKS

Fat Katz' line of Trendsetterz stamped custom fuel tanks *(below)* is comprised of 16 different styles. Each Trendsetterz tank comes complete with hidden crossovers and vents, concealing unwanted, dangling components, for a complete custom look. The popular pop-up gas cap is another feature that comes standard with the Trendsetterz fuel tanks. Tanks are available with several tunnel widths to fit most of today's custom or stock frames. The stamping technique used to manufacture these tanks ensures a quick turnaround and most styles are in stock and available immediately, Fat Katz says.

Fat Katz, 877-432-8528; www.fatkatz.com



KUSTOMWERKS SQUARE CUT END GAS TANK

Kustomwerks one-piece chopper custom gas tank features a square cut end. Each tank uses a screw-in gas cap and holds 4-gallons. Kustomwerks has spared no expense in the design of each tank

with all visible welds finished and polished at the factory. This makes for a smooth, seamless appearance. Each gas tank also comes with a recessed rubber mounting system that reduces vibration and gives the motorcycle a clean and very custom look.

Kustomwerks, 800-498-4711; www.kustomwerks.com

SLITHER GAS TANK BY JIM NASI

Jim Nasi Customs now offers their Slither gas tank. This smooth and clean-looking tank is constructed from 16-gauge steel and is engineered to work with the Independent Cycles Lowlife or Hardlife frame. It includes four flush mounts, fuel petcock and crossover holes welded in place. Gas cap not included but a pop-up cap can be added.

Jim Nasi Customs, 800-964-NASI; www.jimnasicustoms.com

TWISTED CHOPPERS FENDERS

Twisted Choppers continues to release parts with extreme strength and longevity. The most recent example is their 13-gauge fenders in diameters of 27.5 and 30 inches, with diameters to fit almost any front tire to the widest 330 rear wheels. Twisted claims that the 13-gauge military grade steel, in conjunction with heavy-duty construction, is strong enough to hold up a full-size pickup. Carrying a passenger is obviously no sweat. They are also proud of the cost-effectiveness that the fenders provide. Their fenders range in retail price from $195-$295 which is $100 to $300 less

than comparable fenders. Call your local MC Advantages dealer to order any of Twisted Choppers parts today.

MC Advantages, 800-726-9620; www.mcadvantages.com

CUSTOM CYCLE ENGINEERING

Custom Cycle Engineering offers this conversion fender spacer kit. It allows you to adapt any stock Narrow Glide fender to any stock 41mm Harley Deuce fork tube and slider. The kit includes two chromed billet aluminum fender spacers and hardware to bolt up the fender to the spacers and sliders.

Custom Cycle Engineering, 760-941-6487; www.customcycleengineering.com

PRO-BUILDER STEEL FRONT FENDERS

Lookin' for a unique fender to enhance your scooter's personality? Consider the wide variety of shapes and styles recently introduced by Pro-One. Designed for 21-inch applications, the fenders are shaped from rugged 14-gauge steel using a deep draw process. This cutting edge fabrication process provides a single cohesive structure capable of dealing with real world road use. In all there are six styles including the Long and Longshot (shown on bike), Stubby, Cobra, Stretched and Custom Claw. Specified models are can be ordered for 18- and 19-inch rims.

Pro-One, 800-884-8473; www.pro-one.com

B'COOL PRODUCTS

B'Cool Products offers a full line-up of 13-gauge front fenders for all popular 21-inch and 23-inch front tires. They also

offer a wide variety of front fenders from Pro-Builder blanks to one-off, CNC plasma cut fenders. Deuce mounts are also available. Their 11-gauge Pro-Builder Series fenders for Softails in a 120-degree blank providing considerable savings over the 180-degree blanks. With the full side in the fender present, it provides endless opportunity for builders to cut the fender into their own desired shape. They are CNC-spun from 11-gauge cold rolled steel, TIG-welded and hand finished. All 11-gauge Pro-Builder Series fenders from B'COOL Products are available for 200 through 330 series tires.

B'Cool Products, 613-925-0704; www.bcoolproducts.com

STRETCHED MUSTANG TANK

Recently introduced by Paughco, the stretched Mustang tank has a unique style that provides great looks and open road capacity. A highly modified, easily recognizable version of the traditional Mustang, the new tank can carry over 4 gallons of fuel. The mounting holes are set on 18-inch centers and the left-side mounted petcock accepts OEM 22mm fittings (external thread). Manufactured 100 percent in the USA at the Paughco factory, the new stretched Mustang retails for $289.

Paughco 775-246-5738; www.paughco.com

INDIAN LARRY TANKS

Available from Custom Chrome, these are the gas tanks used on the Indian Larry bike showcased in television on the *Biker Build-Off* series. Old-school looks

with modern production techniques bring you the cool style you want at the price you can afford, says Custom Chrome. Two part numbers come in 3 and 3.5-gallon sizes, using late model 22mm fuel valves. The tanks are designed for easy mounting by drilling the backbone and can be adapted to many styles of stock and custom frames.

Custom Chrome, www.customchrome.com

PRECIOUS METAL CUSTOMS GAS CAPS

Precious Metal Customs, Inc. realizes the need to make a statement, right down to the tiniest detail; that's why they're introducing their exclusive line of gas caps.

These gas caps are available in two designs, the Pin Prick and the Blood Draw. Both styles of gas caps are made entirely of billet aluminum and come vented and double O-ring sealed. Choose from a steel or an aluminum bung. These gas caps are made in the USA and are designed to be sleek and functional for a variety of custom tanks. Look for more designs in the very near future.

Precious Metal Customs, 678-494-4150; www.preciousmetalcustoms.com

JAMMER ALUMINUM PEANUT GAS TANK

This 1.8-gallon aluminum peanut tank includes a locking gas cap. Features two gas outlets (one on the left front and one of the left rear) for use in either a horizontal lay-down position or angled up on bikes with long front ends. Tank measures

approximately 14 inches long by 9 inches wide and total length from tip to tip of mounting brackets is approximately 18 inches. Made in Japan by MTIA.

JAMMER GAS TANK KNEE PADS

These universal fit rubber knee pads attach to your tank with double sided adhesive (included) and give tanks a very cool old-school look. They are available in two sizes to match most any tank configuration out there. The smaller size measures approximately 7 inches long by 3 1/2-inches tall at the highest point. The larger version measures approximately 7 inches long by 4 inches tall at the highest point. Stick these puppies on your tank and stand out from the crowd. Sold as pairs.

Jammer, 800-597-6467; www.jammerclub.com

FTW DIY FENDER BLANKS JUST 150 LIGHT

Slide over to West Coast Choppers and you can score any number of very cool items at a fraction of what the "big guys" are charging. As an example, WCC is now offering their Do-It-Yourself Fender Blanks *(shown at bottom)* for just 150 clams. No KY required here; you're not paying for some guy's ego just a quality fender at a fair price. These steel blanks are available in 4.75, 6, 7.25, 8.5, 9, 10.5 widths and can be adapted to just about any application. Additionally WCC will be offering the steel fenders for the hot new 23-inch front and 20-inch rear rubber. Hatched and hammered in Long Beach California

West Coast Choppers, 562-983-6666; www.westcoastchoppers.com

YOUNG CHOPPERS RAIL OIL TANK

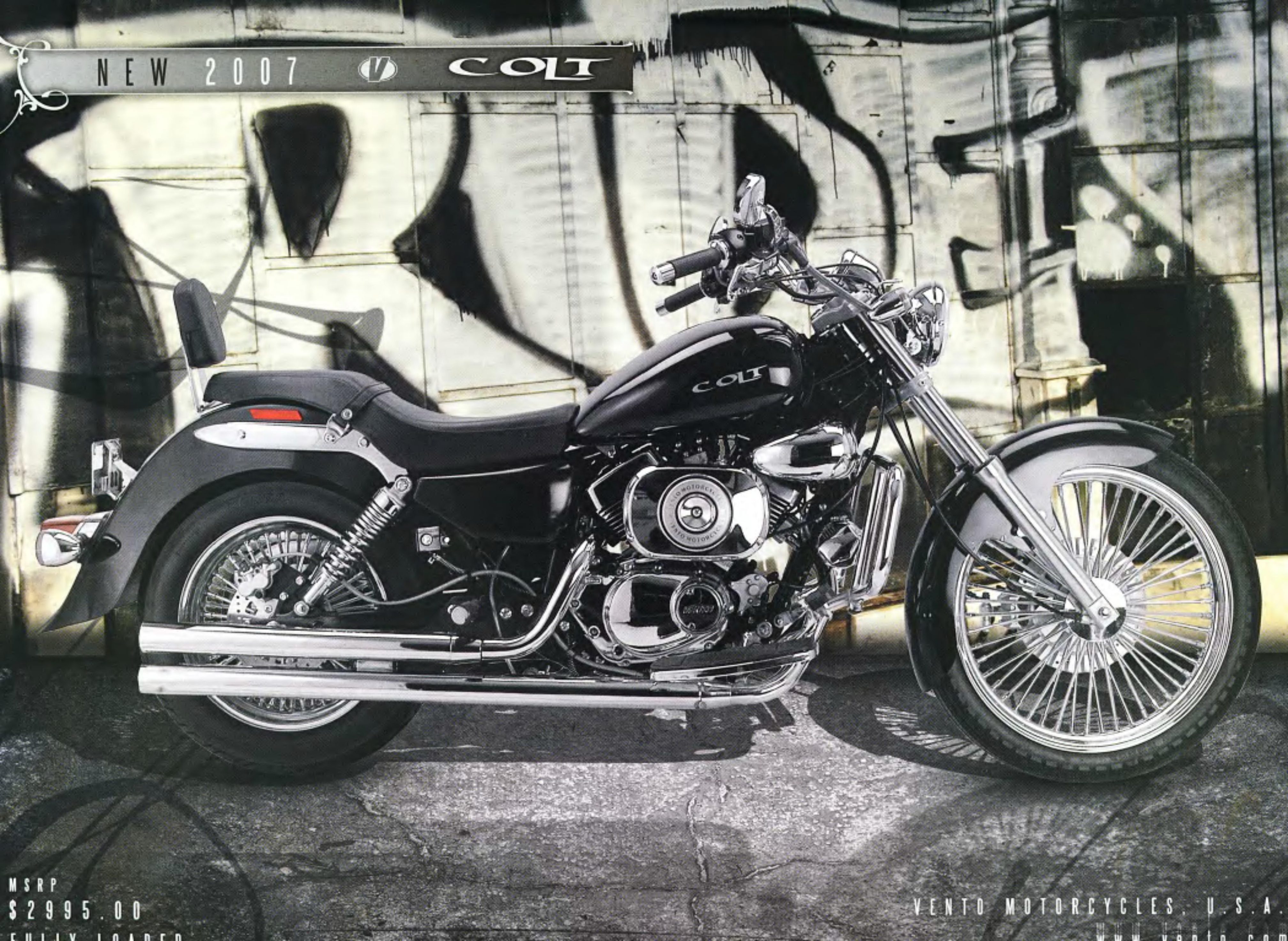
Young Choppers just introduced their new Rail oil tank: a horseshoe tank that's made to have your bike stand out from the crowd whether your style be vintage or modern. The Rail oil tank is available for '89-'99 Softails and custom applications. It uses a billet aluminum filler while the tank's aluminum construction promotes cooler oil which makes for lower engine operating temperatures, Young Choppers says. The Rail oil tank is also available with custom filler cap style and placement. The model pictured here is for a custom application. Finishes include chrome, black powdercoat, polished, and raw.

Young Choppers, 770-425-1305; www.youngchoppers.com

PEREWITZ BUILDER'S DASH

Dave Perewitz has just made things a lot easier for custom builders with little access to metal fabrication equipment. The Perewitz Builder's Dash provides the foundation for construction of a custom dash panel to fit just about any style tank. Hand formed from mild steel the raw dash can be shaped and massaged to fit your requirements and is supplied without any pre-installed brackets. The Builder's Dash is a real time saver and retails for just $69.95.

Perewitz, 508-697-3595; www.perewitz.com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Talking Tech

EXHAUSTED

I like the look and sound of the long 2-into-1 pipes. I want to put a set on my '07 Springer Softail Classic but I am concerned about possible tuning problems. Is there an exhaust manufacturer who will guarantee that my fuel injection can be tuned to run right with an exhaust like the one I have described?

Tom Van Orton

Most manufacturers have pipes for the '07's. Tuning shouldn't be too much of a problem with one of the aftermarket EFI tuning modules, but at least two exhaust manufacturers have come out with modules of their own. Vance & Hines's Big Shots Long may be just what you're looking for. V&H's new Fuelpak tuner should be able to dial the Big Shots in with no need to download a map. Check www.vanceandhines.com for more information on both products. Samson offers a tuning module as well, which they call the Black Box. No enigma there, since it is, indeed, a black box. They also have enough long pipes for the '07's to build a pipeline from your backyard to Timbuktu. For more information, see www.samsonusa.com.

ONE LUNGER

I bought a 1970 ironhead with a rigid frame. It ran very well for the first few weeks, but it has started running only on the rear cylinder. I am on a strict budget and spent most of my cash on the bike. I would like to fix it myself, but it is my first Harley. Where should I start?

Sportster Bob

If your ironhead wasn't smoking or making strange noises, the problem is probably the coil. To be sure, remove the front spark plug, put the wire back on it, ground it against a cylinder or something, and spin the motor over. If the bike has the stock ignition and you don't get a spark, the coil just about has to be at fault, since both plugs should fire at the same time. Before buying a new one, swap the plugs and plug wires to be sure neither is the problem.

WHAT'S DA BUZZ?

I read something about "linear shifting" for one of the 6-speed transmissions, but have no idea what that means. Would you please enlighten me.

Danny Clark

It means that the engine RPM drop between each shift is the same. With close-ratio transmissions, the RPM drop, especially between 1st and 2nd, is less noticeable that with a wide-ratio transmission. The drawback is that to get a tight 1-2 shift, transmission manufacturers widen the gap between the other gears. Close-ratio transmissions work better for racing, while wide-ratio trannies are less hassle in traffic. The manufacturer of the trans you mentioned split the difference.

RUN OUT THE SWEEPS

I have been trying to pry the races out of the fork bearing cups in my Super Glide but I can't budge the damn things. I know there must be a special tool for this but I don't want to spend the money on something that I will only use maybe twice in a lifetime. Any suggestions?

Beater

Have a good welder run a bead around the inside of the race. That will shrink it and should let you pop it out from the bottom with a drift, if you're quick. Be careful and use the welder's gloves so you don't get burned.

I HEAR YA KNOCKIN'

There is a knock in my 1992 Softail that you can even hear before the engine starts, while it is being turned over by the starter motor. It is actually louder then, than when the engine is running. I have heard of Evolutions exceeding 100,000 miles with no problem. My bike only has 32,000 miles on it and it has never been abused. It doesn't smoke at all or use any oil.

Willy from Missouri

A lifter/tappet roller has worn out. Replace all four lifters, and plan on doing it again in 20,000 miles. Quality American-made lifters aren't cheap, but they'll cost less than rebuilding your engine—the worst case scenario being if a lifter let go and the debris found its way into the oil supply.

—Tom Johnson

How many times have you sat in your garage, just teetering on an old milk crate and scratching your head over how to do this or that? Well, here's your chance to find the answer—whether you want to hear it or not. Write to Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@easyriders.net.

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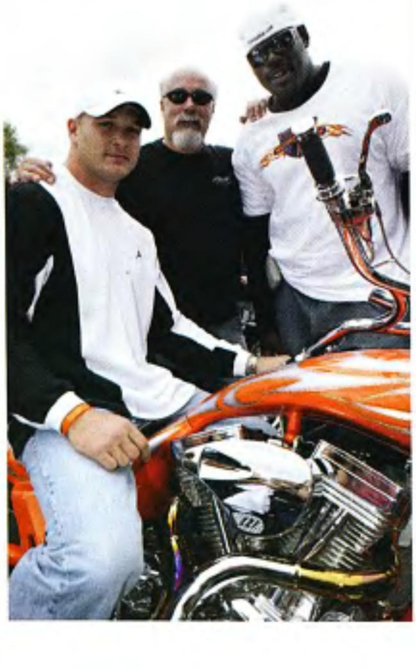
MOTORCYCLES MOTIVATE RUBEN BROWN IN HIS QUEST TO HELP

All Day, Every Day

To tell ya the truth, I never gave a rat's ass about sports—football, baseball, basketball. Back in high school, it seemed like all of 'em were played by a bunch of spoiled, coddled, cheatin' jocks. I went Fist City with more brat quarterbacks after they discovered their girlfriend had been enticed into her first moving violation on my panhead's p-pad. Not much has changed over 30 years as far as sports are concerned. However, I have a newfound respect for pro football players. Most seem to be dedicated masochists, blessed with a high threshold for pain. A select few have Harley-sized hearts. Ruben Brown, 34, from Lynchburg, Virginia, is one of them.

That was evident last June after participating in two charity runs sponsored by Ruben. He's a big ol' offensive lineman (6-3, 300 lbs.), who was a first round draft pick out of Pittsburgh in 1995 by the Buffalo Bills, has been an eight-time Pro Bowl selection and now plays for the Chicago Bears. Seems Ruben threw down the gauntlet six years ago in a challenge to himself to give back. Over the years his foundation has gifted The Salvation Army of both Buffalo and Chicago, Buffalo Prep for inner city youths aiming for college, local little league football organizations and the Seneca Diabetes Foundation. The Salvation Army is close to his heart, based on a childhood filled with positive memories from attending a local community center near his home and summer camps that offered all types of activities. The Salvation Army was able to provide guidance and made an impression to last a lifetime. Even now in the off-season, with his two sons

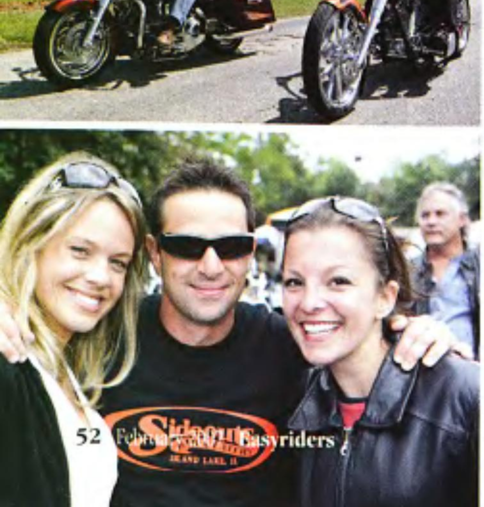


Solomon and Benjamin in tow, Ruben is a frequent visitor to The Salvation Army center near his home in Orchard Park, New York. He'll hang out, listening to kids, tryin' to point 'em in the right direction until closing time, just like back in the day.

Six years ago in Buffalo, with the backing of the Bills, Ruben and a small band of volunteers pulled off the inaugural Ruben Brown Motorcycle Run. He'd set out to do a charity event reflective of his life's passion—ridin' fast motorcycles, especially if they're sleek customs built by Dave Perewitz of Cycle Fabrications in Bridgewater, Massachusettes. There'd be no "stuffy rubber chicken dinner with a golf tournament," as he put it, featuring an invisible athlete and his entourage. Uh, uh. With his biker cronies, Ruben's created a full-tilt poker run that gets hands-on attention from its namesake in all aspects.

Nothing happens without the support and help of many. This year the event grew, expanding over two weekends in two cities—Chicago and Buffalo, where Ruben still lives. He called on numerous current and former NFL players, both teammates and opponents to come out and party with him. Like everything he does, Ruben's Run is all about having fun and diggin' the blues, which brought the Jony James Blues Band to the Windy City from B-lo. In Chicago, Ruben was amazed at the heavy turnout of his new teammates, old Bears and NFL alumni. Appearing were: Olin Kreutz, Mark Malone, Sam Gash, Shaun Gayle, Mike Brown, Brian Griese, Peanut Tillman, Nathan Vasher, Rex Grossman and Brian Urlacher. Hall of Fame Bills QB Jim Kelly and roughneck defensive end Fred Smerlas filled out a lineup too long to list everyone. They all came to show support for their pal.

Most people seemed shocked at how outgoing the players were. Chi-town native Nancy G., commented on how humble and personable Ruben was, adding, "I was impressed by the camaraderie of the football players and how



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down-to-earth Ruben, Urlacher and all of them were. They didn't act like famous people. The night before the run, we hit Kingston Nines with a line outside to get in. A bouncer came to let Ruben cut the line and go inside free 'cause that's just the way it is. Ruben said, 'No thanks,' and waited outside with everyone else. Then on Sunday at the second stop on the run, he walked through the crowd straight to the bar and announced, 'Hey, everybody sittin' at this bar right now, I'm buyin' the first round.' A huge cheer went up and I was blown the fuck away," Nancy said.

Speaking with Dave Perewitz on his motivation for being at every Ruben Run, he said, "That's easy. Ruben is the real deal when it comes to bikes and bikers."

The rides last June went through metro Chicago, north to the Wisconsin countryside, eventually rolling through rural Illinois to the Sideout Bar for a big feed, prize drawings and a sonic helping of an AC/DC cover band. In Buffalo, it was out of the 'burbs toward Canada and Niagara Falls; in both you knew you were part of something special.

In a watering hole pit stop, we caught up to Ruben and he opened eyes when asked where he got the energy, saying, "I've been inspired and invigorated by my new teammates. They've made me push myself harder. It's like my dad taught me, you've gotta get up and make it happen, all day, every day. It's the only way. Get up and go to work and put your time in and it'll take care of you. And it's taken care of me." That mantra seems to work for all who are touched by the beloved behemoth, including those less fortunate who are the beneficiaries of his now annual double-Ruben Run. Whether rising to the height of his profession—getting the Bears to the Super Bowl (and winning), cruising on his Perewitz-crafted 121-inch TP-powered, Daytec 250 right-side rider, or taking care of brothers and sisters, known and unknown, it's a wick-twistin' full-throttle job, all day, every day!

—Ben Doverdahl

Photos: Chuck Emery

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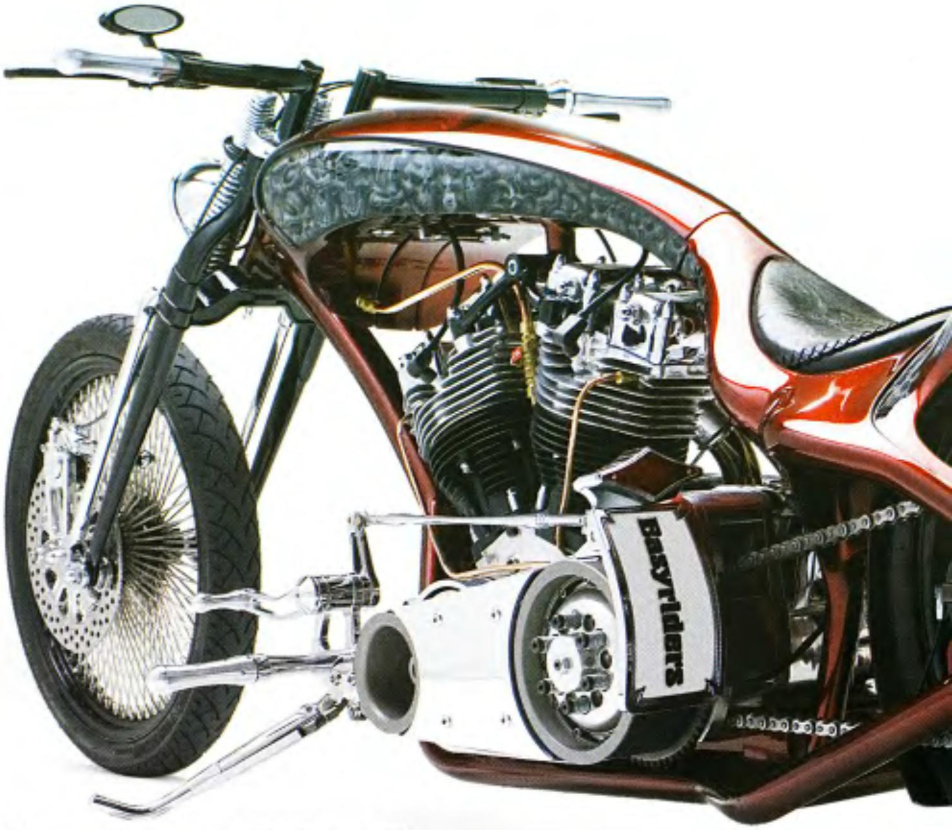
This scoot sure looks a little different than what you'd take for a Thunder Cycle build, doesn't it? But that Fort Lauderdale influence and the unmistakable imprint of Eddie Trotta is all over this bike. Not surprising. This bare-bones "Drop Dead" rigid is the handiwork of Bones Tolson, Thunder Cycle's main man with the spray guns and airbrushes. "It is a little more 'airy looking' than one of Eddie's designs," says Bones. "I guess I sort of blended a little bit of the old and a little bit of the new here." Blended nicely, too. The basic body styling has that signature Trotta kind of molded all-of-one-piece feel, with the tank flowing right back into the seat area and the frame tubes are big, fat and chunky. But then we go to an old-school springer front end, a new/old part lifted from a factory Harley, and sitting squarelyin the middle of all this there's a classic 98-inch shovelhead motor. Bones put it all together beautifully.



Mixin' Things Up!

Thunder Cycle's Resident Paint Wizard Takes The TCD Look In A New Direction

"I guess it is a little weird," he says. "Definitely different." Different yes, weird no. Bones started work on this one just three months before Biketoberfest 2005. By party time he was up and running on the streets of Daytona. His friend, Jeremy, wanted to go to Biketoberfest too but didn't have anything to ride. Bones cut him a deal. He'd let this guy ride a black bike he already had finished, one that was featured on the pages of *In The Wind*, if Jeremy would lend a hand putting this one together. "I already had some of the parts kicking around that I planned to use on a new build so we just jumped in, busted ass and got it done in three months flat."

For a frame, Bones picked one of TCD's Drop Dead rigids off the shelf and set it up with one of Eddie's D2 tanks. He did rub on that tank a little, adding some side-panel work and round-rod accents. For a front end he slipped in that aforementioned Harley Springer, a stock setup plucked right off a Harley Bad Boy. The Springer was knocking around another friend's garage, a leftover from a Softail re-do. "I just chromed it up," says Bones. "Worked out great for me." The engine he already had. "Kind of a funny story, there," he says. At first, Bones planned on using a panhead in this bike, but was soon talked out of that. "Everyone's running them now," he figured, "nothing different there." And besides, with a shovel he could get the same year motor as the year he was born. "Kind of cool," he says, "and a shovel's still a kind of different motor."

Once again, a friend came through, coughing up a '74 model year motor but one that had come out of a bike that had spent most of its life down in the harsh, salt air environment of the Florida Keys. "The thing was oxidized to beat hell," says Bones. "It looked like you just pulled it out of the water." It all came apart, though, and now cleaned and polished and with it's new S&S guts, it's a fire-breathing 98-inch stroker with a set of flame-throwing pipes. The inspiration for these pipes came straight from the Moon Eyes catalog; it's an exhaust styled after their Limefire hot rod headers used on 1932 Ford roadsters. "David Covington had built something similar for that Lucifer bike he did," says Bones, "and when I asked him how much, he said why don't I just make up a set myself? So these are really a knockoff of David Covington's work and I'll tell you what, that guy's amazing."

Bones didn't need any outside help or inspiration for the crowning touch—the final paintjob and definitely intricate airbrush session. Hey, it's what he does for a living. The color is a new House of Kolor mix, he says. It's a multi-layer paintjob using Brandywine over a black base, with gold flake added. Specifically, it's called Pale Gold Diamond over the black and that gets topped with the Brandywine. Then came time for the airbrushing. "And all that multi-level skull work," says Bones, "was kind of a finger in the air after that Discovery Channel bike we did awhile back, the one where they had Eddie bring in someone else to do the airbrushing. The buzz going around was that I wasn't up to the job. Bullshit! I painted this one with that same motif, just because." Okay.

It isn't easy mixing themes like this, bringing together the old and the new and making it cohesive and cool. However, Bones Tolson has obviously accomplished it. And ya know? The airbrushing ain't bad, either.

—Joe Kress

Watch Bones, Eddie and the boys on V-Twin TV *on the SPEED Channel. Check your local listings.*

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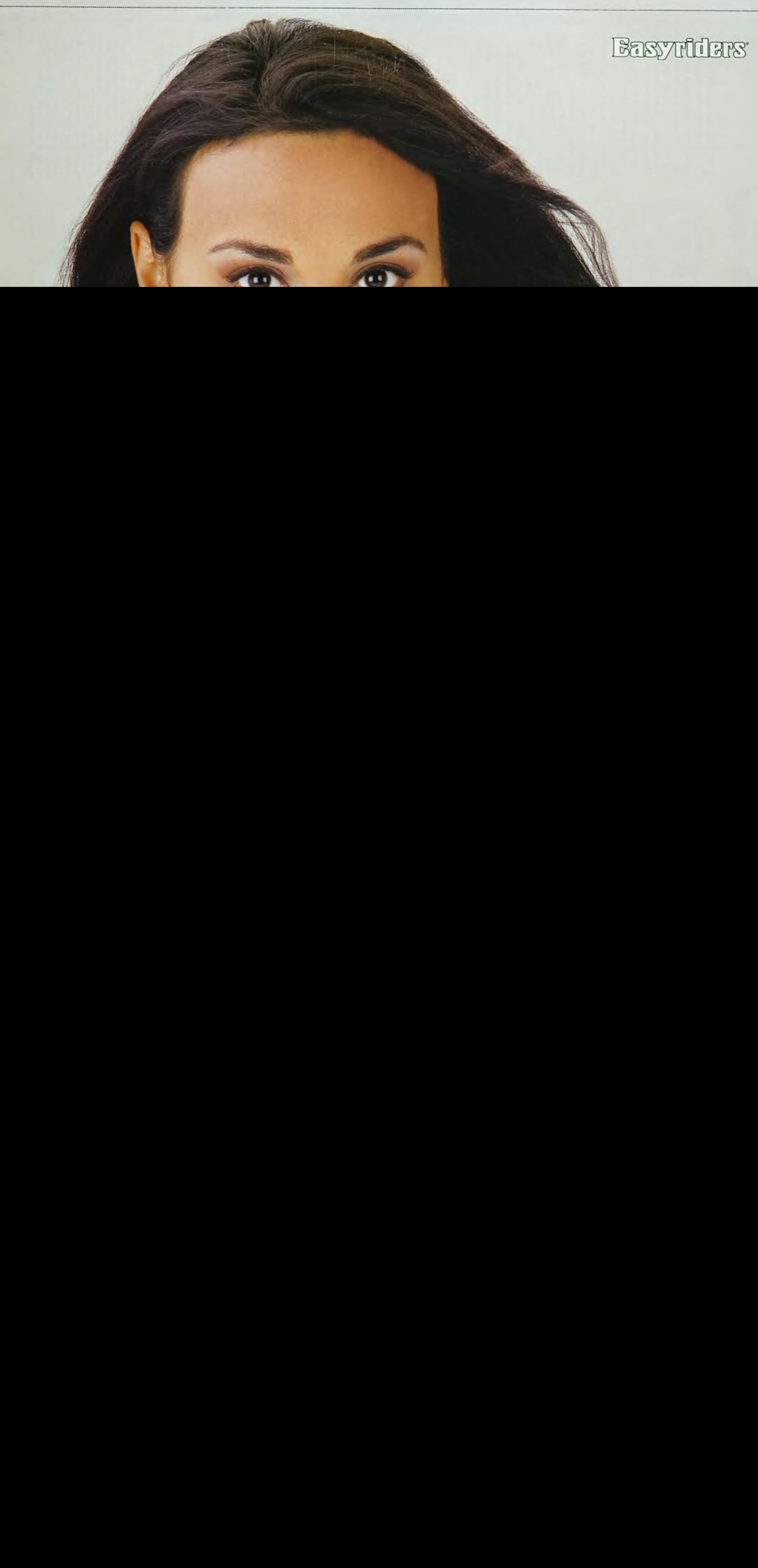
Easyriders

passin' gas

Panicking when her toddler swallowed a tiny magnet, the mother rushed him to the emergency room.

"He'll be fine," the doctor promised her. "The magnet should pass through his system in a day or two."

"How will I be sure?" she pressed.

"Well," the doctor suggested, "You could stick him on the refrigerator. When he falls off, you'll know."

R. Meyerson
W.P.B., Florida

Top Country Western Songs:

1. I Hate Every Bone In Her Body But Mine.
2. If The Phone Don't Ring, You'll Know It's Me.
3. How Can I Miss You If You Won't Go Away?
4. If I Had Shot You When I First Wanted To, I'd Be Out Of Prison By Now.
5. My Wife Ran Off With My Best Friend And I Sure Do Miss Him.

Bob Grinch
Ridgewood, New Jersey

Beep and his ol' lady are out camping. In the middle of the night Beep wakes up and says, "Babe, look up and tell me what you see."

His ol' lady says, "I see millions of stars."

Beep says, "And what exactly does that tell you?"

"Astronomically, it tells me that there are millions of galaxies and potentially, billions of planets," she says. "Theologically, it tells me God is great and we are small and insignificant. Meteorologically, it tells me that we will have a beautiful day tomorrow. What does it tell you?"

"Well, it tells me someone stole our fucking tent."

Darryl Ash
Tehachapi, California

"You can go to sleep. I'm reading the chapter on masturbation."

"Sorry Madam, that's not for sale. That's my lunch."

A cowboy, riding across the desert came unexpectedly upon an Indian lying butt-naked in the sand with a tremendous hard-on. Amazed, the cowboy dismounted and asked, "What the hell are you doin'?"

"Keepin' track of time," the Indian replied complacently.

Skeptical, the cowboy asked, "All right, what time ya got?"

The Indian glanced down a his whanger and announced, "Its exactly 10:15."

The cowboy checked his pocket watch and damned if the Indian didn't have it just right. Shaking his head in bewilderment, he mounted up and rode on.

A few miles later the cowboy reined in his horse when he saw yet another Indian, also stark naked and with a terrific hard-on. But this one was beating himself off furiously as he lay on the sand.

"What the hell are you doin'?" the flabbergasted cowboy inquired.

Without missing a stroke, the Indian looked up and replied, "Just windin' my watch, pale face."

Burt Whitcomb
Palmdale, California

Two old bros, Zero and Two Scoops, are talking. Zero says, "Yup. My ol' lady and I have been married 50 years next Wednesday."

"Gonna do anything special for yer 50th?" asks Two Scoops.

"Haven't given it much thought," replies Zero.

"What'd you do fer yer 25th?" Two Scoops asks.

"I took her to Disneyland," Zero says.

"Well," Two Scoops wants to know, "what you gonna do fer yer 50th?"

"I suppose I could go get her," says Zero.

Gloria Pacheco
San Bernardino, California

A guy goes into a tavern and sits down. He sees a beautiful young woman at the other end of the bar. After a few minutes of watching her, he musters up his courage and goes over. He asks her, "Is this seat taken?"

The woman looks up at him with a shocked expression on her face. "NO!" she yells at him. "I WILL NOT HAVE SEX WITH YOU TONIGHT!"

Everyone in the entire bar looks over at the man. Humiliated, he very quickly slinks over to the table in a dark corner and sits down.

A few minutes later, the woman comes over to the table and joins him. "I'm sorry," she says. "You see, I'm a graduate student in psychology, and I'm doing a research project to see how people respond to embarrassing situations. I hope I wasn't too rough on you."

The man looks at her and shouts, "WHAT THE HELL DO YOU MEAN, $500 DOLLARS?"

Greg Cook
National City, California

While trying to escape through Pakistan, Osama Bin Laden found a bottle on the sand and picked it up. Suddenly a female genie rose from the bottle and with a smile said, "Master, may I grant you one wish?"

Osama responded, "You ignorant, unworthy daughter-of-a-dog! Don't you know who I am? I don't need any common woman giving me anything."

The shocked genie said, "Please, I must grant you a wish or I will be returned to that bottle forever."

Osama thought a moment, then grumbled about the importance of the woman and said, "Very well, I want to awaken with three American women in my bed in the morning. So just do it and be off with you."

The annoyed genie said, "So be it!" and disappeared.

The next morning Bin Laden woke up in bed with Lorena Bobbitt, Tonya Harding, and Hillary Clinton at his side. His penis was gone, his knees were broken, and he had no health insurance.

B.G.
Ridgewood, New Jersey

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do any better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

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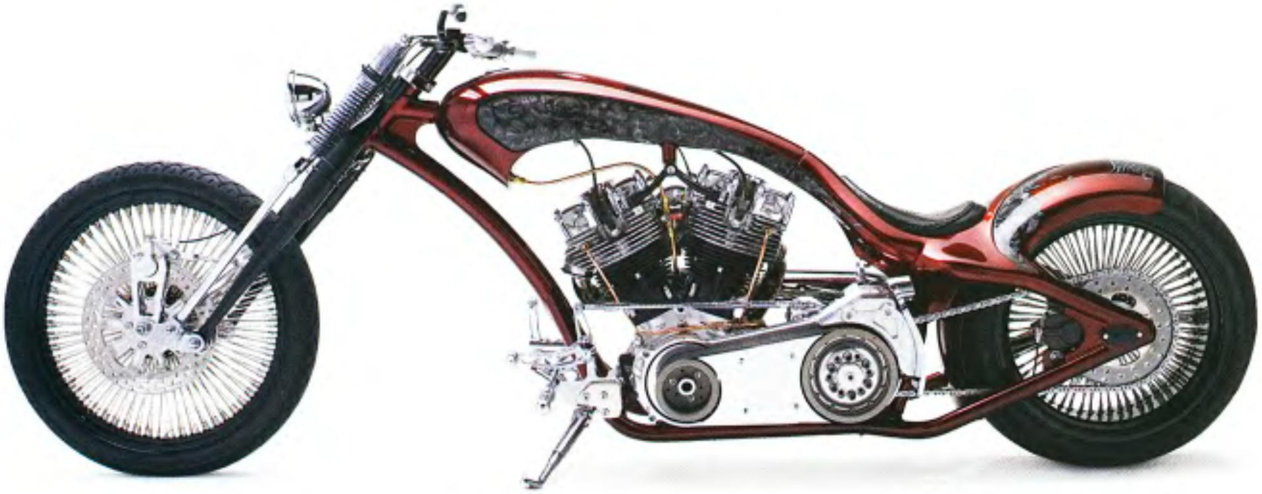

Owner: Bones
City: Fort Lauderdale, Florida
GENERAL
Designer: Bones
Fabrication: Bones, Jeremy, Thunder Cycle Design
Year/make: 2006 Thundercycle
Model: Custom Drop Dead
Assembly: Bones, Jeremy, Thunder Cycle Design
Time: 3 months
Chroming: Gulf Plating
ENGINE
Year: '74 Harley-Davidson shovelhead
Rebuilder: Thunder Cycle Design
Displacement: 98 cubic inches
Cam: Andrews
Ignition: Crane
Carb: S&S, Super G
Air cleaner: Thunder Cycle Design
Pipes: Bones
TRANSMISSION
Year/make: 2006 Ultima
Shifting: 6-speed, foot
PAINTING
Painter: Bones
Color: Brandywine
Type: House of Kolor
FRAME
Year/make: 2006 Thunder Cycle Design
Type: Drop Dead
Rake: 45 degrees
Stretch: 2 inches up, 10 inches out
Shocks: none
ACCESSORIES
Handlebars: Reachers
Handlebar controls: Performance Machine
Fenders: Thunder Cycle Design
Headlight: accessory spot
Taillight: Tagmount
Pegs: Thunder Cycle Design
Foot controls: Thunder Cycle Design
Speedo: none
Gas tank: D2, Thunder Cycle Design
Oil tank: Thunder Cycle Design
Seat: Jeffery Phipps
Mirrors: Thunder Cycle Design
Grips: Thunder Cycle Design
FRONT END
Type: Springer
Builder: Harley-Davidson
WHEELS
Make: Black Bike, Porn Stars
Size: 21-inch front, 18-inch rear
Tires: Metzeler
Brakes: Performance Machine, Exile
Photos: Don Rogers

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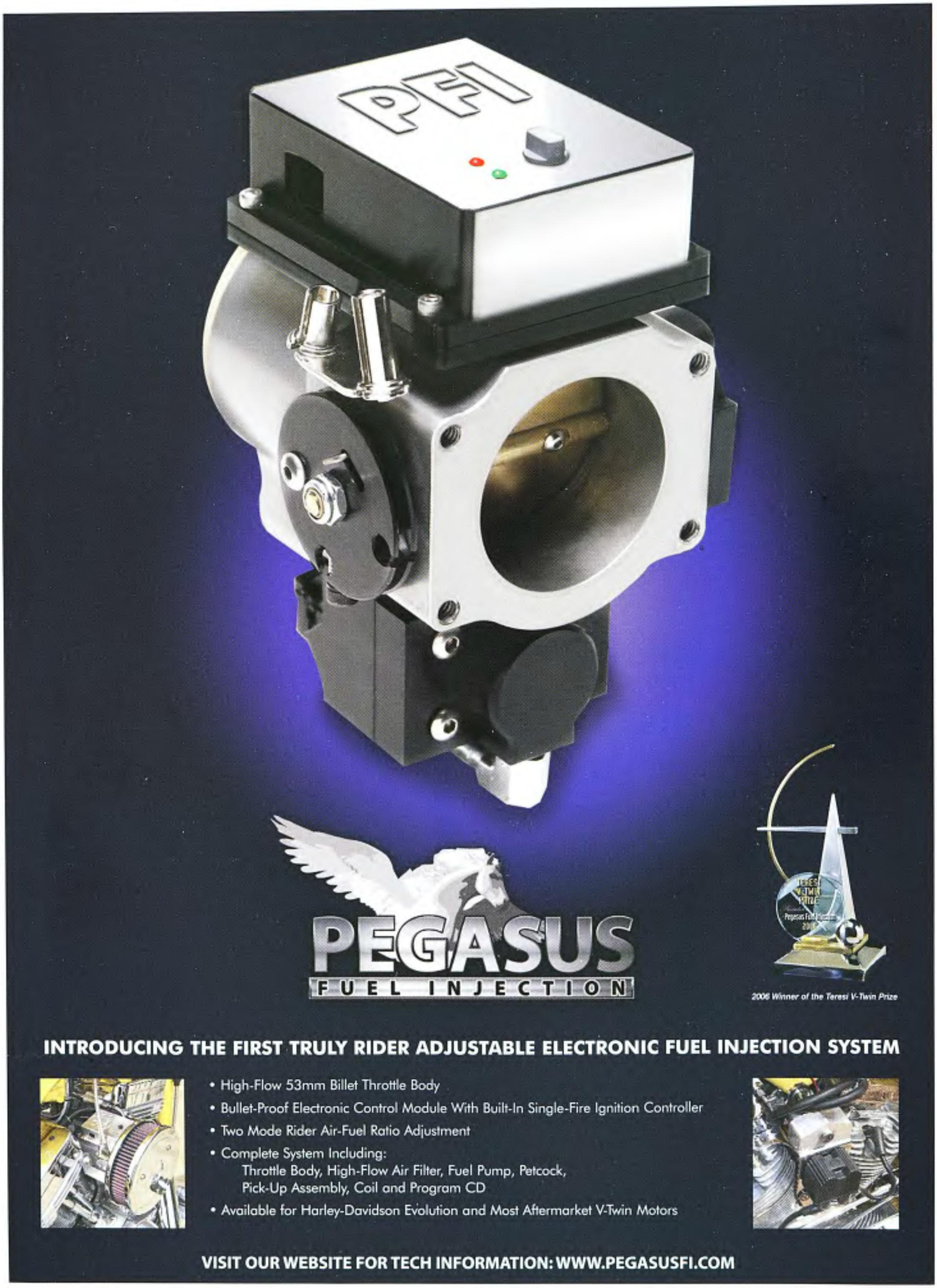
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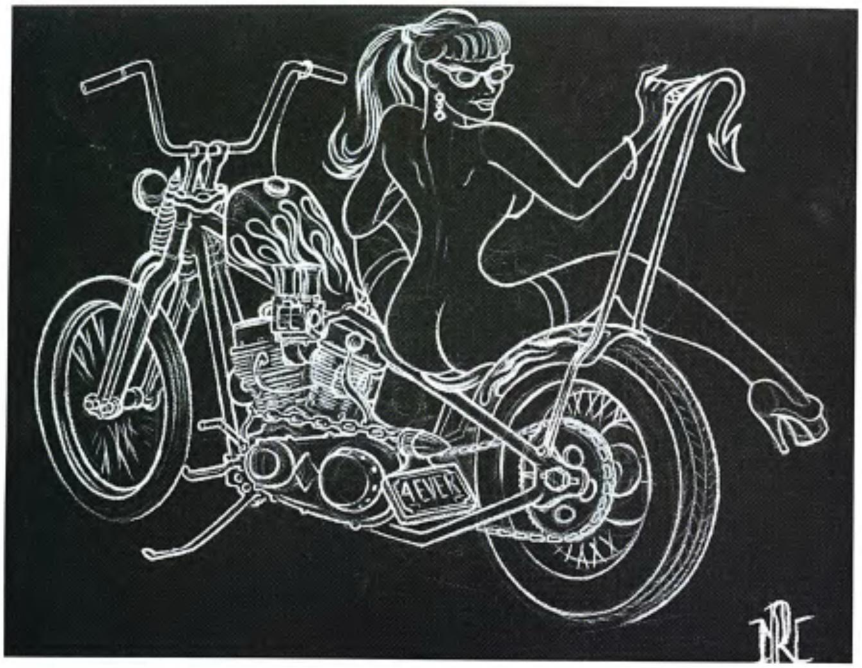


THE MOTO ART OF NIK PEW

ART KEEPS US HUMAN

Back in the 1960s, Andy Warhol began painting everyday objects—symbols of Americana—thereby blurring the distinction between object and art. His famous painting of a can of Campbell's soup begs the question is it soup or art? Making no distinction between a motorcycle and art, once a year for the last four years, artist Nikolas "Nik" Pew has displayed various bikes inside a Denver art gallery, placing them right in front of an art wall featuring a range of pieces donated by local artists for the *Chopper's Art Show*—a charitable event Nik spearheaded. The motivation was charity, but the inspiration was art. That's because art is Nik's livelihood and his passion.

Nik makes a living tattooing—a vocation he really enjoys. He started out sweeping the floors of a tattoo shop at age 17. "By 18 I had some background and developed a portfolio that I took to a well-respected tattoo artist and I started tattooing." When he is not tattooing or riding motorcycles, he is painting. Nik learned to work with watercolors by painting flash at a tattoo shop. Self-taught, he also uses acrylics and is currently trying to master the airbrush. The subject matter and style of Nik's art varies. "Western style, chopper stuff, hot rods, 'Rat Fink,' pinstriping—I've touched about every realm," says Nik.

Artwork provided by Nik includes: *Ghostriders In the Sky* print (shown at right); pin-up girl and chopper; photo of biker tattoo.

Nik's painting *Ghostriders In The Sky* is a tribute to David Mann. "I am trying to make a statement without being a copycat," says Nik, "that's why I did it in black and white instead of color. I just really wanted to pay respect." On the walls at Arlin Fatland's 2-Wheelers of Denver and by sneaking peeks at Mann's work in his dad's *Easyriders* magazines, is where Nik first saw Mann's work. "He is such a role model as an artist," says Nik who once met David Mann. "When I met him, he shook my hand and gave me a small piece he had done. It's in my living room," says Nik. Other artists who have influenced Nik are Ed "Big Daddy" Roth, Von Dutch and one found right at home.

Raised in Denver, Nik grew up around bikes and art. His father, Rick Pew, is a bike builder who worked with Arlin Fatland at 2-Wheelers. Bike building, riding and art has always been a family affair for the Pews. "My dad is an exceptional artist—unsung—but exceptional," says Nik. "Pops was a major influence; he taught me how to draw cars and bikes. Mom too. She paints. My whole family is artistic—even my grandma." Like his father, Nik's older brother is a bike builder. "He builds bikes on the racing end—super moto stuff, says Nik.

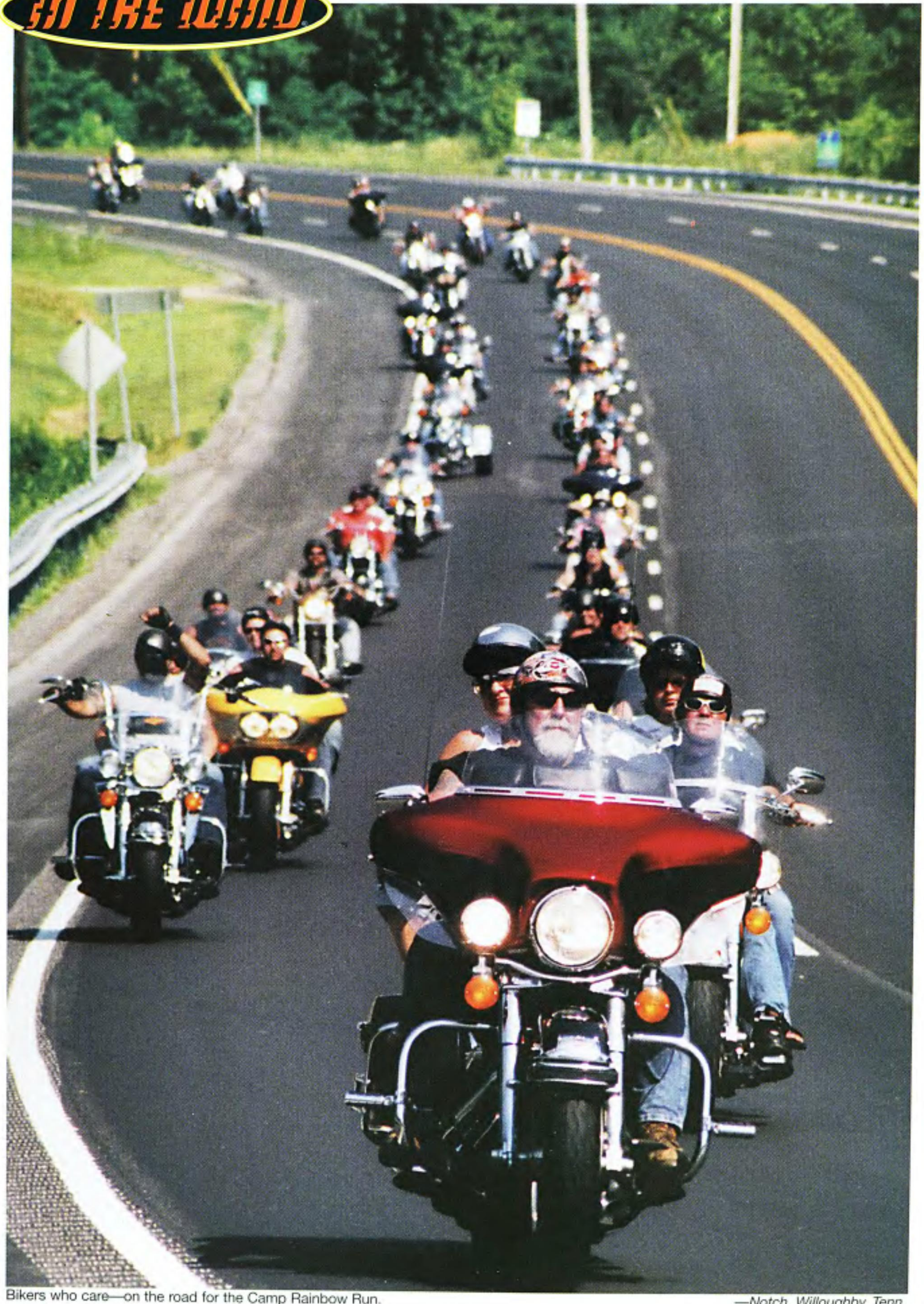
Having been around motorcycles his whole life, Nik equates family with riding and bikes with art. "We've always ridden bikes—flat track, ice racing, trail riding. Bikes are just a natural element," says Nik who not only uses them as subject matter in his artwork, but who owns several including a vintage track racer, an Evo rigid with a ton of custom work (courtesy of his bike building family) and a Dyna police bike all "slammed and tricked." Nik enjoys riding in all seasons, and travels "all over" including the West Coast, Arizona and Washington, but Yellowstone is his favorite place to ride. Between art, building and riding, clearly, when it comes to the two-wheeled lifestyle, Nik and his family transcend every dimension. Nik isn't the only Pew to appear in *Easyriders*. According to him, his father was pictured with a bike back in the early '80s making this a second-generation appearance for the family.

Bike or art? Art or bike? To Nik, they are one and the same. He is inspired by art and recognizes it comes in many forms. That's why the three-dimensional two-wheeled kind is displayed inside the gallery at the *Chopper's Art Show*—an event he describes as a collaborative effort. Nik's inspiration has motivated others to give. Funds raised go to the Boys & Girls Club for art and music programs to help young people discover the passion he lives. Says Nik, "Without art what are we? Art keeps us human."

To contact Nik visit Phantom8.com or call 303-762-0659. He has a limited number of prints of his *Ghostriders In The Sky* tribute to David Mann available for purchase either framed or unframed.

—Joanne Morris

Images: Nik Pew



Bikers who care—on the road for the Camp Rainbow Run.

—*Notch, Willoughby, Tenn.*

It was a quick water break outside Wall, S.D., on the way to Sturgis. *—Connie and Munch, Grove City, Minn.*

Tasty tart at thw Harley Rendezvous. *—Kim G., Providence, R.I.*

Feel the love. *—Gale Bell, Georgetown, Mass.*

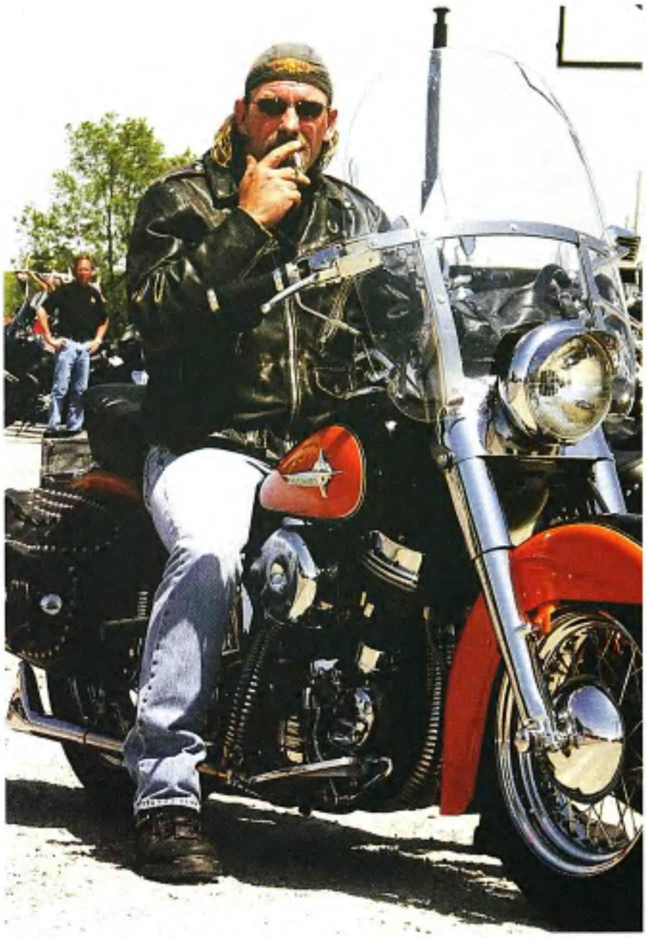
Nick cruisin' at the 2005 Rocky Point, Mexico Rally. *—Gary Abbate, Chandler, Ariz.*

She's got a healthy leg up in our book. *—Doug and Deb Kilgore, Sussex, Wis.*

Grip 'n' go. *—Ila Robison, Somerville, Texas*

Stretch, baby, you can get it. If not, great ass anyway! *—Kim G., Mariaville, N.Y.*

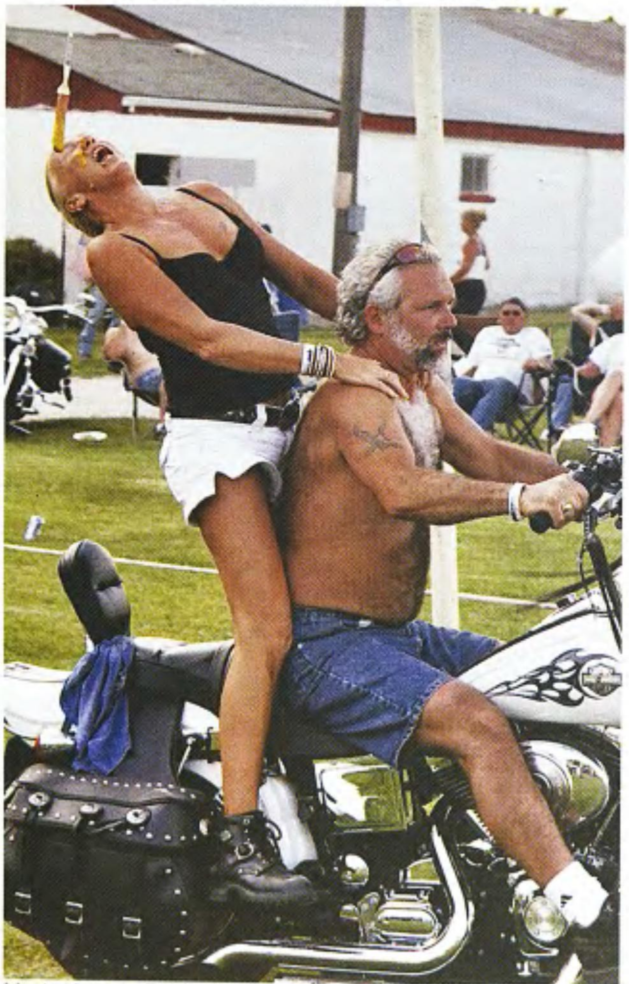
Goofy and toothy at Willie's. —*Katmandu, Daytona Beach, Fla.*



Easy on the breathin', pan man. —*Bret Brandt, Iowa*

La Familia Brothers. —*Vic Pecorino, Huffman, Texas*

Ridin' free 'n' easy on the Great River Road in northeast Iowa. *—John Lucas, Sherrill, Iowa*



Mustard mess, Baldy Ride '06. *—Garold Stogdill, Bloomfield, Iowa*

It's a money grab for Samantha. *—Terry Nelson, Paso Robles, Calif.*

Party peeps, Gettysburg Bike Week. *—Bill Cromwell, Gettysburg, Pa.*

Mike Romine puts the hammer down at the AHDRA drags in Bristol, Tenn. *—Brian Mathews, Candler, N.C.*

Jammin' in Dixie. *—Fish, Mt. Pleasant, N.C.*

Harley honeys at the Rendezvous. *—Kim G., Mariaville, N.Y.*

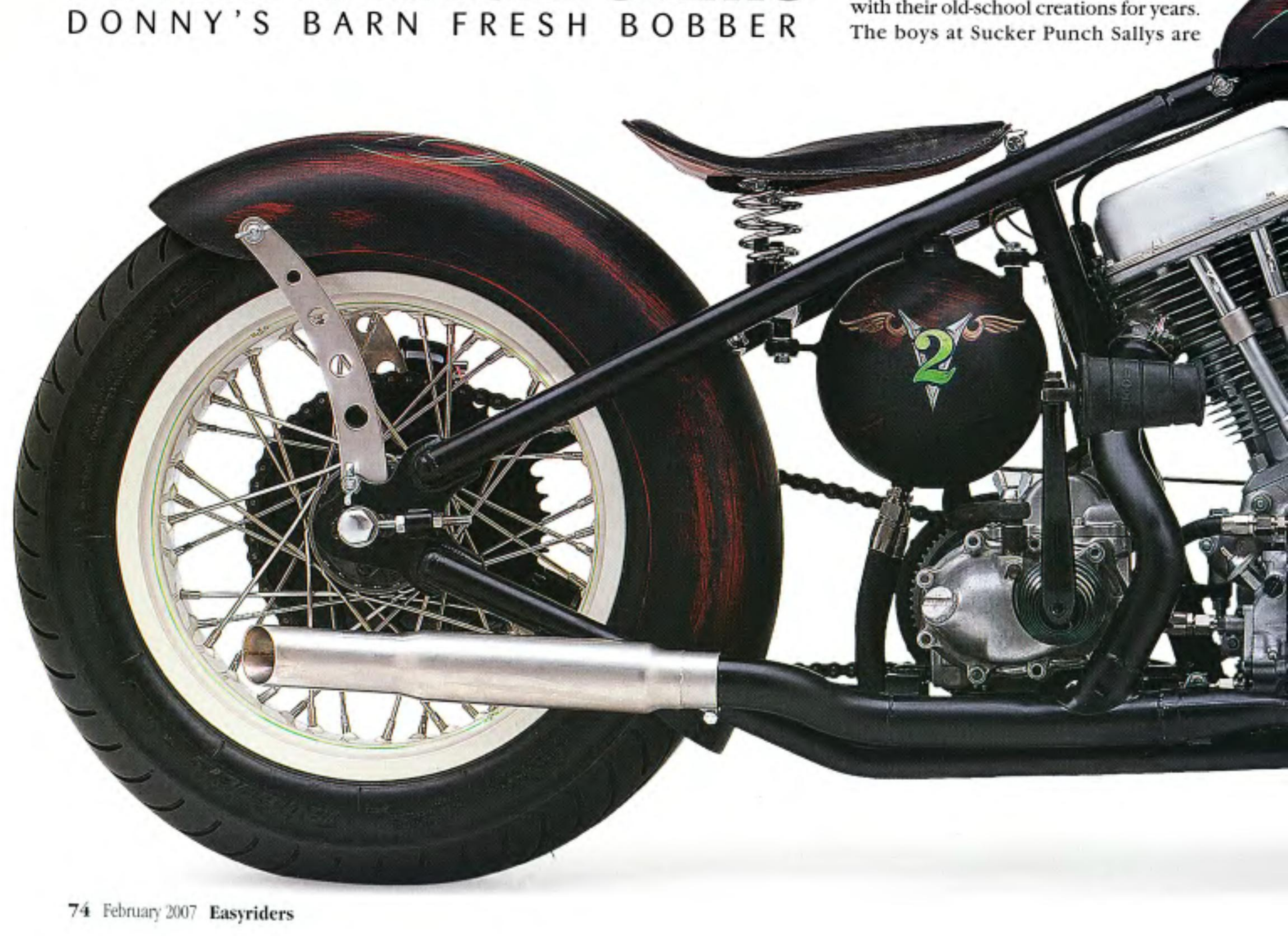
Payin' up at the North Texas Rock Rally. *—Les Holt, Alvarado, Texas*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay $100 for each full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for every black-and-white picture printed.) Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions.

Prime Is Not A Crime

DONNY'S BARN FRESH BOBBER

Donny Loos and Jeff Cochran of Sucker Punch Sallys are no strangers to our readers. They've been entertaining us with their old-school creations for years. The boys at Sucker Punch Sallys are



renowned for their no-nonsense, basic bobbers and rolling chassis with a hot rod esthetic and deliver them at a price that is hard to beat.

This panhead is Donny's personal

ride, which takes its inspiration from rat rods, the original bad ass hot rods whose motto is "prime is not a crime." He says, "It started out as a 1951 Pan. I bought a motor, trans and title and put it

into our chassis." The bike is his shop putt, his daily rider. There are many prototype parts, which later made it into production, used in its construction. They include the fender struts, H-Bomb oil tank and the handlebars with the unique riserless fastening system and internal throttle. These parts are exclusive to, and featured in, the Jammer Handbook this year.

Donny rebuilt the '51 EL motor, which now displaces about 70 cubic inches and sports mostly Harley-Davidson internals. An early S&S L series carb provides the mixture, which is fired by a points ignition system. He scored the one-piece exhaust header from a swap meet and terminated it with a slip on muffler. In order to run a 5-inch rim and 180 rear tire with the hydraulic drum brake, he had to make several modifications including building a 5/8-inch spacer between the drum and star hub and fabricating longer lug bolts. An offset sprocket was also necessary to align the drive sprocket to the relocated rear drum.

The 4-speed tranny is also a 1951 model, with a later model ratchet top and a shifter knob he scored at a Goodguys auto swap meet in Arizona. He believes it's from an old three-on-the-tree Packard or DeSoto. The belt drive is the dependable BDL unit.

He wanted the paint to reflect a "barn fresh" look, so painter Josh Shaw applied a black primer finish, followed by red primer, then another coat of black. He then sanded through the top of it and applied a brush coat. Finally, he lettered, striped and painted the pinup girl art on the tanks and fenders. The metal treatment on most of the bike is nickel plate, which was dipped to give a matte finish. Many of the dark pieces

were parkerized by Chuck, a shop friend. He wanted to retain as many vintage touches as possible, including wiring the bike in cloth wrapped wire with the tar based insulation coating. Seats by Pete hammered out the seat pan and stitched it in distressed leather.

In December of 2005, Sucker Punch purchased Don's Custom Cycle, Donny and his father's custom shop of 20 years, and added it to the Sucker Punch empire. Sucker Punch Sallys has turned into southern Ohio's, Indiana's and Kentucky's premiere outlet for custom parts and accessories, including their one-off parts, oil tanks, struts and hand-tooled leather seats.

Sucker Punch Sallys recently opened an additional facility in Scottsdale, Arizona, to handle their manufactured EPA-compliant production models. They will continue to build their custom one-offs in their Miamitown, Ohio, facility. Donny says that they have been getting backed up on builds and has had to tell customers that their bikes won't be finished for two to three months. Opening the facility in Arizona will allow them to deliver the bikes quicker, keep prices down and help them to develop their dealer network. They are looking for eight to 10 quality dealers to retail their bikes in 2007.

Donny and Jeff came to Arizona because it is home to many custom bike builders and manufacturers and has a large, trained workforce that is ready to build. The year round riding weather for extended test rides doesn't hurt either.

—Kit Maira

Sucker Punch Sallys • 513-353-2803
www.suckerpunchsallys.com

Owner: Donny Loos/Sucker Punch Sallys
City: Miamitown, Ohio
GENERAL
Fabrication: Donny Loos
Year/make: 1951 modified Harley-Davidson
Model: Hot Rod EL
Assembly: Donny Loos
Time: 2 months
Chroming: Brown's Plating
ENGINE
Year: 1951 Harley-Davidson
Builder: Donny Loos
Displacement: 70 cubic inches
Cam: Andrews
Carb: S&S L
Ignition: Harley-Davidson
Pipes: Harley-Davidson
TRANSMISSION
Make: Harley-Davidson
Year: 1951
Shifting: hand
Special Features: ratchet top
PAINTING
Painter: Josh Shaw
Color: barn black
Type: primer
Special paint: Josh Shaw
FRAME
Maker: 2005 Sucker Punch Sallys
Type: rigid
Rake: 30 degrees
Stretch: none
ACCESSORIES
Handlebars: Sucker Punch Sallys
Risers: Sucker Punch Sallys
Handlebar controls: SPS
Fender: Sucker Punch Sallys
Headlight: Harley-Davidson
Taillight: Fab Kevin
Speedo: none
Pegs: V-Twin Mfg.
Electrics: 12-volt generator
Foot controls: V-Twin Mfg.
Gas tank: Harley-Davidson
Oil tank: Suckerpunch H-Bomb
Oil system: Harley-Davidson
Seat: Seats by Pete
Mirrors: CCI
Grips: Sucker Punch Sallys
FRONT END
Type: Wide Glide
Extension: none
Builder: Harley-Davidson
WHEELS FRONT
Size: 21 inches
Hub: Harley-Davidson star
Rim Width: 1.85
Tires: Avon
Brakes: none
WHEELS REAR
Size: 16 inches
Hub: Harley-Davidson star
Rim Width: 5 inches
Tires: Avon
Brakes: Harley-Davidson
Photos: Michael Lichter

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Meet August's Winner

Now don't be hatin'. Meet your August Fox Hunt winner, Mia Valerio. During the voting process, we received many a request for more pictures of her than we normally print. Well, we did decide that Mia was too hot to pass up, so, with that incredible backpiece (and that big ass tattoo was nice, too) we not only featured her in the December issue of *Tattoo Savage* magazine, but we decided to be gracious (tis the season kinda thing) and reveal her Web site for ya. Click your mouse with one hand over to www.IHateMia.com and soak in all the goodness. To catch a glimpse of our little princess with Jason Coursey's cool blue custom, flip on over to Page 92 and check out the shots provided by Rick Hustead. Funny, never did get to find out if it was true or not: Vertical or horizontal? Hmmm, maybe next time.

—Mao Tse's Tongue

Jennifer—Louisianna

#0201

"Like almost every girl, my first ride on a Harley was with my dad. I don't remember much, but I must have loved it...I'm still ridin'!"

Special K—New Jersey

#0202

" When my partner surprised me with his new 'toy,' I'm not sure what excited me more...him or the hard purr of the engine underneath me."

Win $1,000!

Leslie—Utah

#0203

"My friend took me for a ride around the Alpine Loop. It scared the shit out of me, but I loved it."

Rachel—Wyoming

#0204

"Wow! What a feeling of freedom. I loved it and still love it."

Susan— Pennsylvania

#0205

"It was with the wrench from the local shop, who also happened to be the owner and is now my man. One of the best parts about the ride was 2nd gear!"

Tammy—Florida

#0206

"The first time I put a Harley between my legs was the greatest vibrating experience I ever had. I look forward to each and every time I ride."

Win $1,000!

After 35 glorious years of sharing "biker girls next door" with our readers in the monthly Fox Hunt Contest, *Easyriders* is proud to announce that we are doubling up on the winnings! That's right ladies, win $1,000 by being selected as our Fox Hunt Winner of the month and get a photo spread in *Easyriders* magazine! You can also submit your application online by going to www.easyriders.com and clicking on Fox Hunt.

We're looking for the best-looking, real-life, bike-lovin' babes to show their stuff in our pages. If your entry is submitted by a photographer and selected as our monthly winner, the photographer gets $300 for sending in the photo; the Fox Hunt Winner gets $700 for modeling at our studio or choice of location. Girls, send in your own photo and keep the entire $1,000! We'll include round-trip airfare, a personal chaperone and accommodations at a deluxe hotel for the photo shoot.

Applicants must be 18 years of age or older to be considered. The following documents are **required** of each Fox Hunt entrant who submits by mail:

- Entry photos must be topless. **No Polaroids or scanned photos!**
- The release form (on this page) signed and a photocopy of model's drivers license.
- A photograph of the model holding the signed release form and her drivers license.

Please submit three to five color prints, color slides, or digital images (4x6 300DPI minimum on a disc). No photos will be returned and all entries become the property of Paisano Publications, LLC. Send your entry to: *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

The contestants are selected by our lecherous staff, and the winner is determined by reader votes, based on how many votes are received in the mail during the voting period. Final judging will be based partially on the contestants' reasons — in writing — for wanting to pose for *Easyriders*.

Ladies, in your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard — or on the back of a sealed envelope — and mail it to #404 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes, either by mail or online at **www.easyriders.com** (then click on Fox Hunt), January 1, 2007. The voting deadline for this month's crop of cuties is January 31, 2007. We'll announce the winner in the June 2007 issue.

Honestly, we try and give ya the BEST shot of next month's winner, but this one or Tara was too good to pass up. She had had enough for one day when this was shot. Come back next month to see her MUCH happier!

404

FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

I certify that I am at least 18 years of age and am possessed of full legal capacity to execute this authorization. I hereby give Paisano Publications, LLC, its successors and assigns, and those acting under its permission or upon its authority the complete and unrestricted ownership of and right to (a) use, publish, print or exploit for any and all commercial purposes the Photographs submitted with this application, and (b) to use my name and editorial text along with such Photographs, which text is in the sole discretion of Paisano Publications. I further agree that if I am selected as the winner of the contest, I will, subject to the payment of appropriate valuable consideration, sit for an Easyriders photo shoot, and this authorization shall extend to photos created from such photo session.

Model's Name:
Address:
City: State: Zip:
Home Phone: ( ) Cell Phone: ( )
Date of Birth: I am years of age
I will pose: ❑ Nude ❑ Topless only
Model's Signature:

Photographer's Name:
Address:
City: State: Zip:
Daytime Phone: ( ) Evening Phone: ( )
Photographer's Signature:

Models, please send a photocopy of your picture I.D. that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley:

Remember, an application can also be submitted on-line, and guys, you can now vote for your favorite girl that way, too. To do either, just go to www.easyriders.com and click on Fox Hunt. *Don't forget to vote! These girls are depending on you!*

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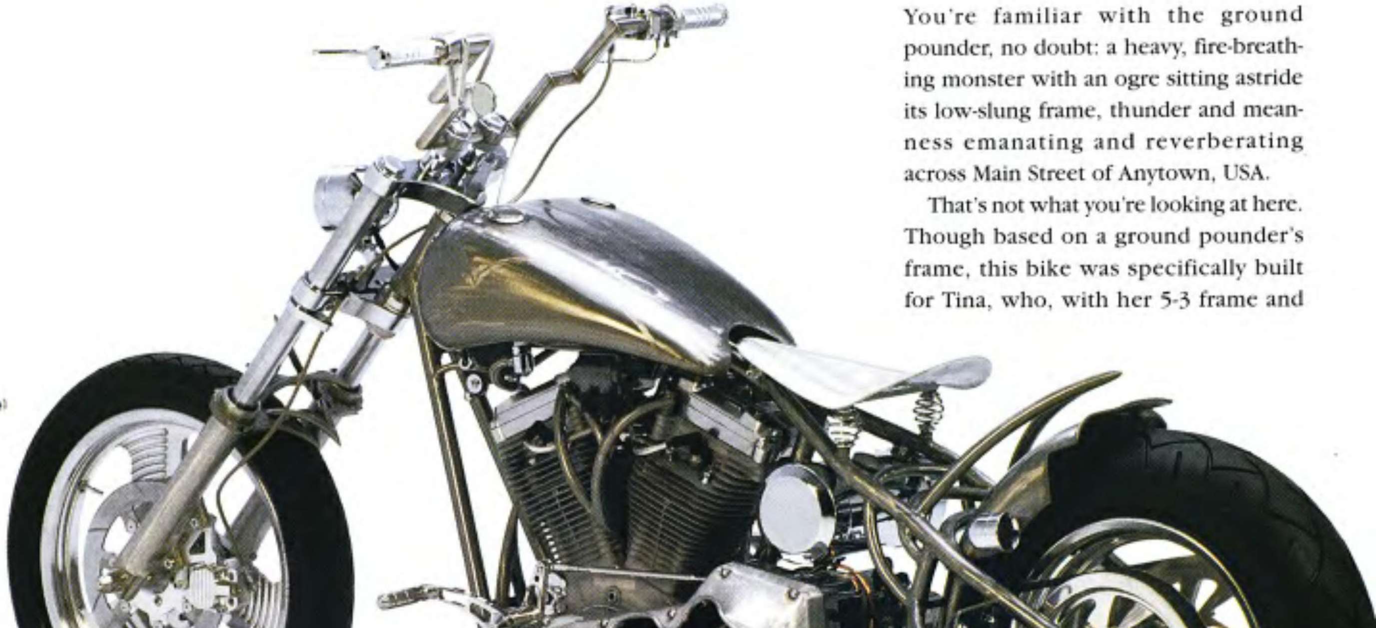
Poundin' A Wave

Surfing Hawaii, Biker Style



You're familiar with the ground pounder, no doubt: a heavy, fire-breathing monster with an ogre sitting astride its low-slung frame, thunder and meanness emanating and reverberating across Main Street of Anytown, USA.

That's not what you're looking at here. Though based on a ground pounder's frame, this bike was specifically built for Tina, who, with her 5-3 frame and

cheerful disposition, is anything but an ogre. And because she moved to Hawaii while her bike was being built, Dozer and his crew decided to call it "Poundin' A Wave," which sort of makes it a wave pounder. "We were looking for a name

for it during the build," says Dozer, "and once I found out she was going to Hawaii, the whole flow of the wave came to it, we were trying to make it look kind of like it was splashing through the water."

Tina is no stranger to the custom bike scene around Auburn, Michigan, where Dozer Cycle built this beauty. According to Dozer, she'd been a fixture there for a number of years, having worked at the local Easyriders store and at American Indian for a while. "She worked in the parts department and had been collecting parts over the years by visiting swap meets and the like," Dozer says.

Those parts, tranny, frame, gas tank, front end, wheels and brakes, sat in her living room for a while, before she took them to Dozer and Rich Wineman, her boyfriend at the time. "I was in the process of putting bikes together for the winter show circuit," Dozer remembers. "She was just going to have us put it together as sort of a hardtail bobber. I cut the frame apart, reworked everything and added all the rod work to it."

The seat seems a bit uncharacteristic for a girl's bike, but it's exactly what Tina wanted, make that, insisted on. "Tina didn't want any paint on it," Dozer explains. "She's a hardcore little girl, so she wanted the hardtail, the bare metal just clear-coated and even the bare metal seat."

Seems Rich actually had a very nice LePera seat, which he'd redone for her, all cushy and everything and mounted on the bike just for her. "She came to look at the unfinished bike one night and said, 'I love the bike, but that seat's gotta go!' We were both looking at her like she was nuts," Dozer laughs. "She insisted on a hard aluminum pan, no cushion at all."

The stock Evo motor was treated to a bigger cam and a new breather gear, while Dozer made the exhaust system, the fork brace and several other things.

It was pretty much in the middle of the build when Tina got her license as a

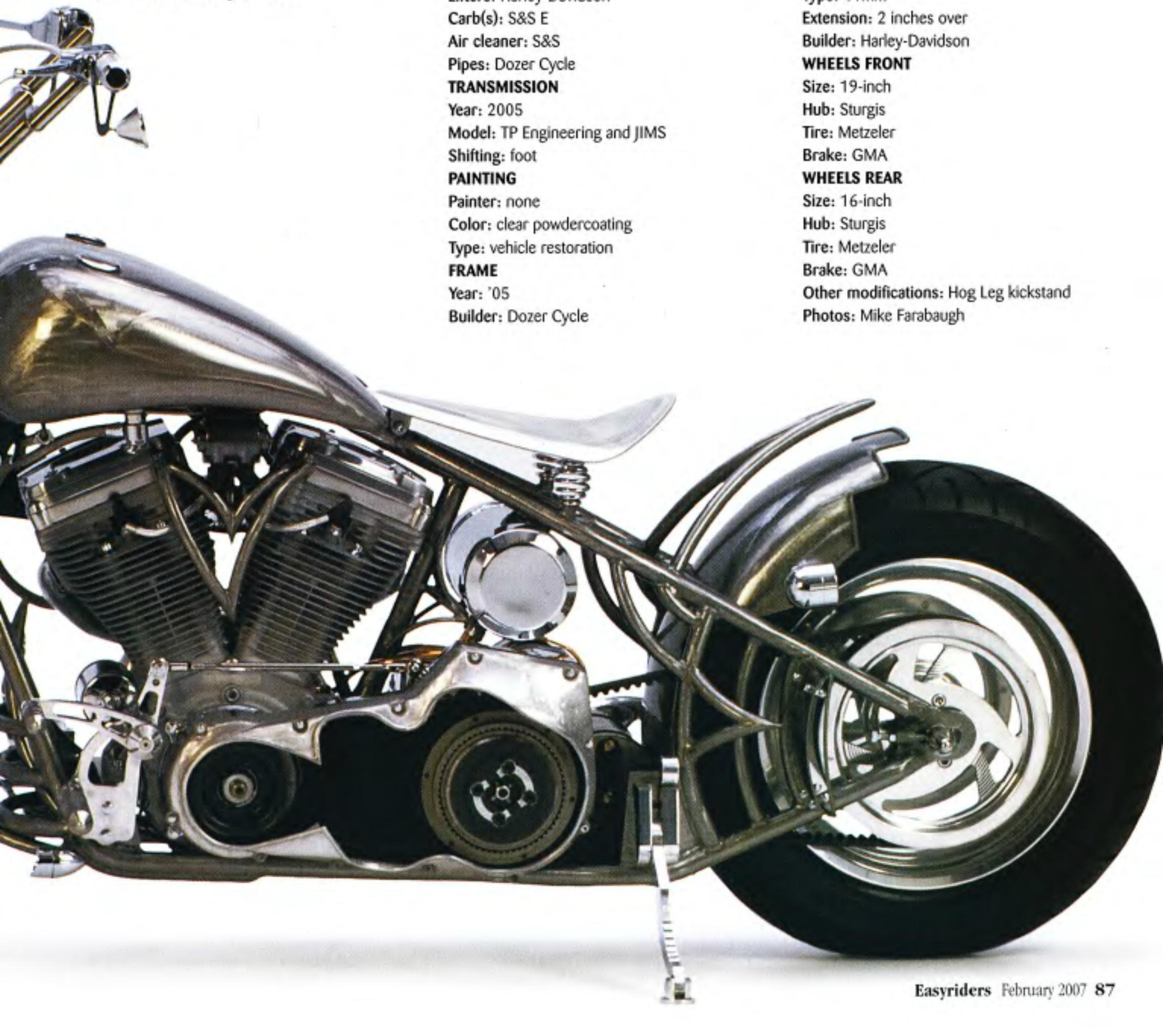
massage therapist and received a job offer in Hawaii. "She didn't see the finished bike," says Dozer. "She only got to see pictures until the bike got to her this summer."

The reason it took so long, though, was because Dozer first took the bike to shows all over the country, like a couple of Easyriders Bike Shows (including the Invitational in Kansas City), Daytona Beach and Detroit's Autorama. "We did real well with the bike everywhere we showed it," he says.

Once the bike had made it across the Pacific, however, Dozer assures us that Tina was ecstatic. *—Red Baron*

You can also admire Tina's wave pounder by surfing over to Dozer's Web site: www.dozercycle.com.

Owner: Tina Leazenby
City: Maui, Hawaii
GENERAL
Fabrication: Dozer Cycle
Year and make: 2005 Special Construction
Model: rigid
Assembly: Dozer/Rich Wineman
Time: 3 months
Chroming: not much
ENGINE
Year: '90s
Model: Evo
Rebuilder: John Maxwell
Ignition: CompuFire
Displacement: 80 cubic inches
Lower end: Harley-Davidson
Balancing: Accurate Engineering
Pistons: Harley-Davidson
Cases: Harley-Davidson
Heads: Harley-Davidson
Cam: Harley-Davidson
Lifters: Harley-Davidson
Carb(s): S&S E
Air cleaner: S&S
Pipes: Dozer Cycle
TRANSMISSION
Year: 2005
Model: TP Engineering and JIMS
Shifting: foot
PAINTING
Painter: none
Color: clear powdercoating
Type: vehicle restoration
FRAME
Year: '05
Builder: Dozer Cycle
Type: rigid
Rake: 38 degrees
Stretch: none
Shocks: why?
Other frame alterations: yes
ACCESSORIES
Bars: Stainless Steel/Ace Welding
Fender(s): Dozer Cycle
Headlight: Mini High 4
Taillight: Lazer Stars
Speedometer: for what?
Front pegs: Welty Precision
Electrics: Terminal Supply
Gas tank: CCI/Dozer Cycle
Oil tank: Inch's Customs
Oil system: Dozer Cycle
Primary cover: Harley-Davidson/Dozer Cycle
Seat: Dozer Cycle
Mirrors: one
Grips: Accutronix
FORKS
Type: 41mm
Extension: 2 inches over
Builder: Harley-Davidson
WHEELS FRONT
Size: 19-inch
Hub: Sturgis
Tire: Metzeler
Brake: GMA
WHEELS REAR
Size: 16-inch
Hub: Sturgis
Tire: Metzeler
Brake: GMA
Other modifications: Hog Leg kickstand
Photos: Mike Farabaugh



AMA 2006 Athens Women And Motorcycling Conference

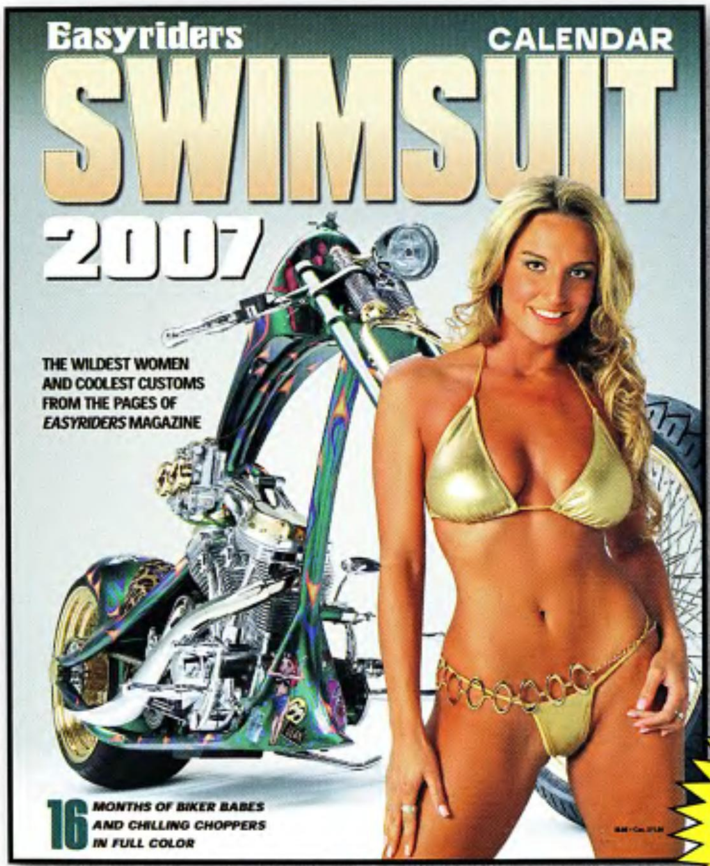
A positive force was felt the weekend of June 30 in Athens, Georgia, for the 2006 AMA Women and Motorcycling Conference. With attendance of over 900 women, up nearly 50% over the 2002 conference, this was an impressive gathering of women interested in motorcycling. No competition could be felt here. You didn't feel the "my bike is bigger and badder than yours" vibe, just positive support for one another. The AMA-sanctioned event was meticulously plotted out with an advisory council of some of the most influential women involved in motorcycling today such as: Alice Sexton of the WIMA; Genevieve Schmidt, journalist and creator of womenridersnow.com; Women on Wheels; Women's Motorcycle Foundation; Rough Riders, and the Motor Maids.

The conference was loaded with cool activities including several seminars with subject matter from inspirational, to women who have forged a career in motorcycling such as Genevieve Schmidt and Athena Ransom. A popular seminar was presented by Carol "Skert" Youorski on one of the most common worries of women riders: how to pick up a motorcycle that has fallen on its side. A tech class was available for some hands-on wrenching basics and custom chopper builder Athena Ransom of Vagabond Choppers was also proudly displaying her newly custom "Chickie" chopper during her seminar on launching a successful custom motorcycle shop in a male dominated industry.

Sponsor Harley-Davidson/Buell were offering demo rides hourly on their hot top models such as the V-Rod, Street Bob and Road Glide, along with all the other models in the 2006 line up. Other manufacturers were also offering test rides; you could test a BMW, Ridley, Yamaha or new Ducati.

The conference was well spread out and featured other activities such as the asphalt assault (an extreme way to test your riding skills) and a full-blown track day mentored by Kevin Schwantz. Of course, women's interests were well represented in the vendor village, where you could grab the latest fashions from Iron Cow Girls and catch a glimpse at their up-and-coming chopper for women being built by Bloodline Cycles. The Motorcycle Safety Foundation course was on hand with rider education as well as jewelry vendors and

We've got your days covered



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Photos: Sara Liberte

clothing vendors including Nobody's Bitch and Minstrel Cycles.

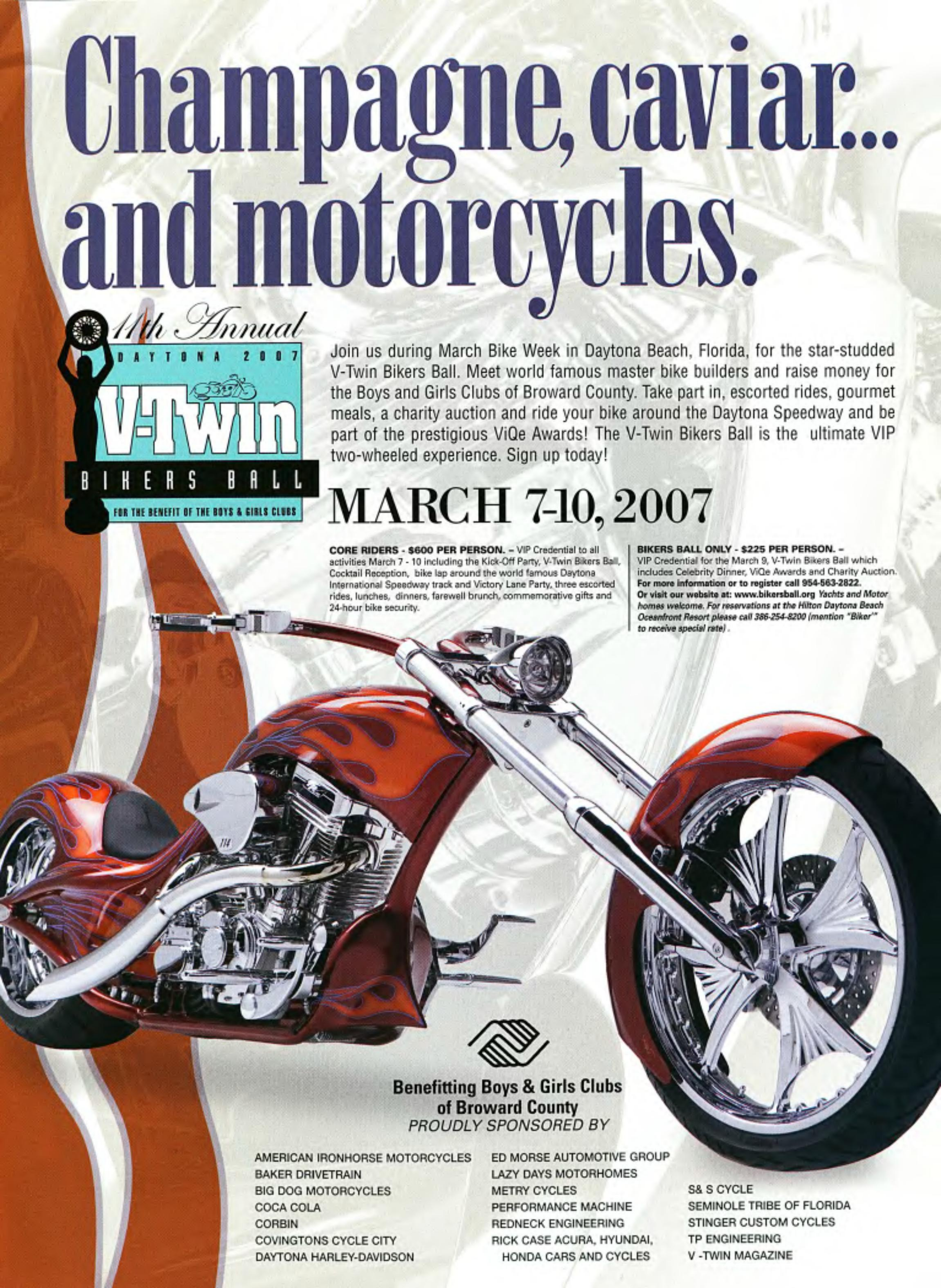
Artist Michelle Wynn was displaying her beautiful paintings and I set up a booth to display my Sara Liberte *Women and Machine* photography and Image Fusion series.

I had the opportunity to meet attendees from 44 states and eight different countries. The time I spent talking with individual women who rode their bikes down was amazing. I met a mother, daughter and aunt who rode down from New York. The journey took them four days since they traveled through the flooding that was happening at the time in the northeast. What an amazing story these women had to pass down to the generations in their family, riding their motorcycles alone through the flood of 2006 to the AMA Women and Motorcycling Conference. I met three women from Canada who rode all the way down, missing the rain completely. "We were being chased by the storm," they told me.

Several women's motorcycle riding clubs were in attendance, including the long running 2005 Sturgis Hall of Fame inductees: the Motor Maids. Sit and chat with one of these club members and get ready to hear some amazing stories of women's spirit and the open road.

For me, the highlight of the event was the opportunity to meet some very inspiring women and to listen to the special stories they shared with like-minded riders.

A DVD of the complete conference, including all of the seminars, can be purchased at www.womenridersnow.com. Be sure to keep an eye on the AMA Web site, www.womenandmotorcycling.com for a listing of the next Women and Motorcycling Conference. Sign up, ride out and create your own spiritual stories to pass down to your next generation of future riders. —*Sara Liberte*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Let's See Ya Try THIS At Home!

REINVENTING THE WHEEL

Inspired by the designs of Jim Nasi, Matt Hotch and Ron Simms, Jason Coursey began collecting parts and ideas a few years ago. He built this cool blue custom almost entirely by himself in his very own garage. You are looking at the results of Jason's first attempt at building a custom motorcycle.

A general contractor by trade, it seemed that Jason could find no one who believed he could finish the project. When Jason's lovely wife, Cheri, told him, "Just build it, you can do it," he decided to take a break from another of his favorite activities, kite boarding on Lake Mojave.

Only six months later, his bike took Best of Show honors at our Easyriders Bike Show in Portland. All right, so this guy built a really cool-looking chopper in his garage and nobody thought he could do it. What ya can't see in the pretty pictures is that Jason ain't kidding when he says, "Look Ma! No bearings in the steering head."

Literally reinventing the wheel, Jason has earned the right to be "über-proud" of how sanitary and polished his bike looks. If you have ever tried to clean up the cable clutter on a stock bike of your own, then you might have an idea just how difficult a task this can be. Hiding the entire upper control harness in the neck of the bike while keeping it street legal was the single most evolutionary aspect of Jason's project.

Jason wanted to pass all of his wiring through the steering head but couldn't find a suitable bearing for his concept.

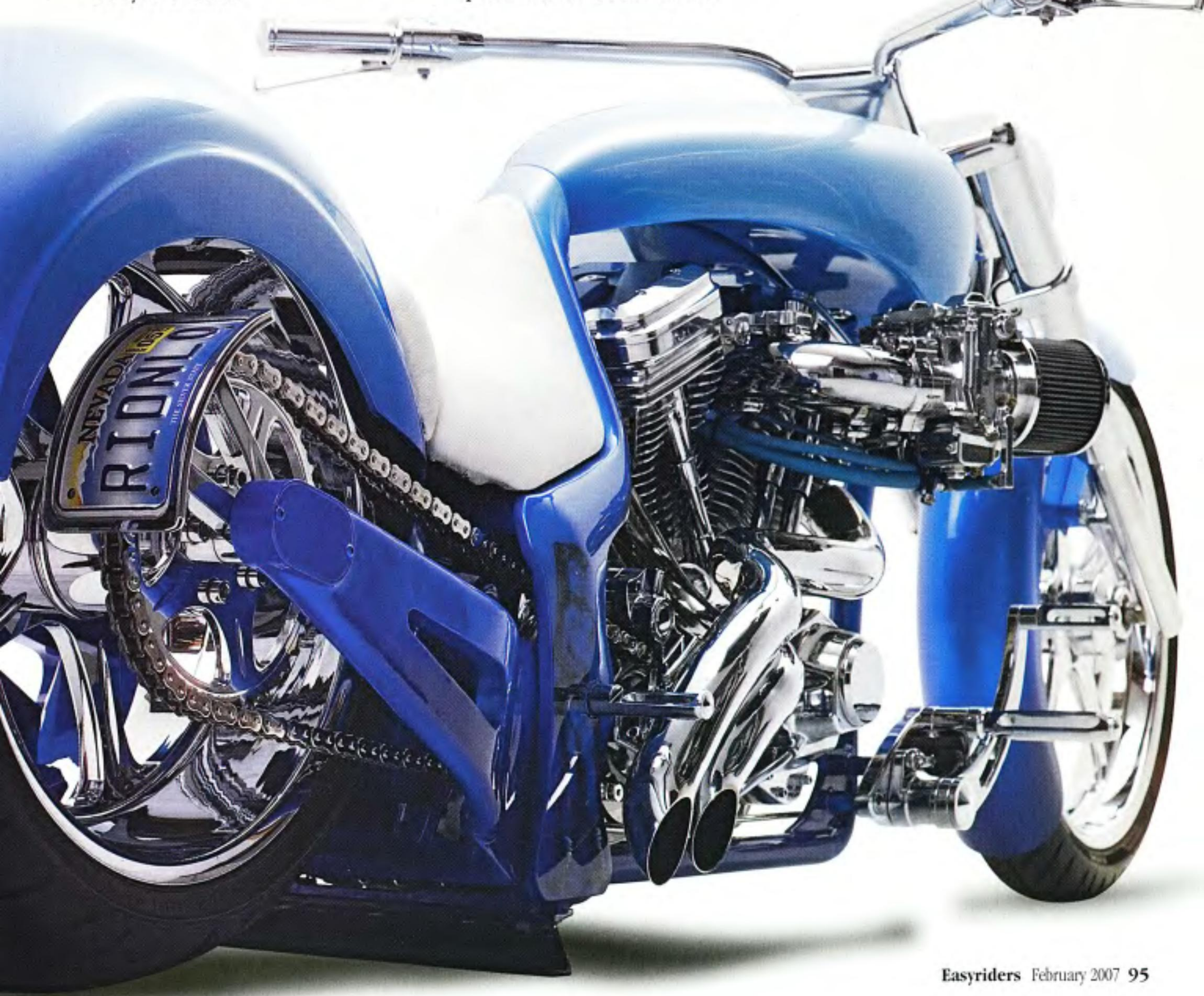
He has a machinist friend, Bryan Schuette of United Machine, who quickly cut a bushing out of some Dupont Delrin, which is a very durable resin. After ladling on a little lithium grease, Jason was soon ready to start pulling every cable and wire through a carefully machined access hole at the lower ear of the steering head and into the stuffing box just in front of the tank. Now there's a trick ya don't see at every taco stand.

A big part of what made this marvel possible was the Phantom front end by American Suspension. Their 7-degree raked trees are hanging on to a set of their fork tubes specially engineered with 3 inches of stretch. The War Eagle frame is raked 42 degrees with 2 inches of backbone stretch. Jason got a really thin and flexible LED array from Yesco Light and Sign Company and frenched his taillight into the rear fender. He's also sportin' an Avon 300 on the rear.

Polishing everything up for a show is one of Jason's favorite things about having a bike like this. Spit shining the chain takes over five hours of work and Jason told us that he even polishes his spark plugs. Jason really likes the stretched out riding position and one his favorite place to ride her is around his hometown in Henderson, Nevada. He rides his heavenly blue beauty to shows, too, and that doesn't mean that this is the last you'll ever see from him. Jason is building a top secret show stopper for Cheri.

Speaking of heavenly beauties, check out our hottie Fox Hunt winner, Mia. Holy Christmas, did ya see that tattoo? No? It's on the other side of the tits.

—Fromage



Owner: Jason Coursey
City: Henderson, Nevada
GENERAL
Fabrication: Jason Coursey
Model: 2006 Special Construction
Time: 6 Months
Chroming: Santa Rosa Plating
ENGINE
Year/Model: 2005/Ultima
Builder: Ultima
Displacement: 127 cubic inches
Ignition: Crane Hi-4
Cam: 264 duration, .625 lift Ultima
Carb: twin Mikuni's
Pipes: Dynamic Choppers
TRANSMISSION
Year/Make: 2005/Baker 6-speed
PAINT
Molding: Jason Coursey
Painter: Paint Masters
Type/Color: House of Kolor/Blue Fade
Special paint: Matrix
FRAME
Year/Make: 2005/War Eagle
Type: Wrath
Rake: 42 degrees
Stretch: 2 inches out
Shocks: SAS
Modifications: Jason Coursey
ACCESSORIES
Bars: Custom Cycle Controls/Jason Coursey
Risers: none
Handlebar controls: Custom Cycle Controls
Fenders: War Eagle Customs
Headlight: Headwinds
Taillight: Yesco/Jason Coursey
Speedo: none
Pegs: Accutronix
Foot controls: Accutronix
Electrics: Jason Coursey
Gas tank: Independent/Jason Coursey
Oil tank: Jason Coursey
Seat: Jason Coursey/Dynamic Choppers
Mirrors: none
Grips: Custom Cycle Controls
FRONT END
Type: Phantom
Extension: 3 inches
Triple trees: raked 7 degrees
Rebuilder: American Suspension
Modifications: American Suspension
WHEELS
Hub: Charger 5 by Weld Racing
Size: 21 x 3-inch front, 18 x 10.5-inch rear
Tires: Avon
Brakes: JayBrake
Photos: Rick Hustead

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Big Bear Choppers' 4th Annual Ride The Mountain

Big Bear Choppers teamed up with Big Bear Lake's ski resort Snow Summit for the fourth annual Big Bear Choppers' Ride the Mountain Rally held on June 3, 2006. Over 8,000 riders packed last years rally which was held at the Big Bear City Airport. Many San Bernardino riders charged up the mountain, despite the threat of thunder and rain.

For this year's run the date was moved back a couple of months to June 3 to dodge the mountain's August thunderstorms and they hope the first Saturday of June will stick for many years to come.

Country music star Shooter Jennings (Waylon Jennings' son) played his heart out on a Performance Machine-sponsored stage next to Snow Summit's Chair 1 ski lift. Shooter had a hit single, "4th of July," on his *Put The O Back In Country* album last year. His young and energetic country rock was a big hit that entertained thousands of fans.

One of the big attractions at this rally was the ride-in bike show consisting of three classes: Open Class; BBC Built Class; and the BBC Customer Built Class, made up of folks who had purchased an

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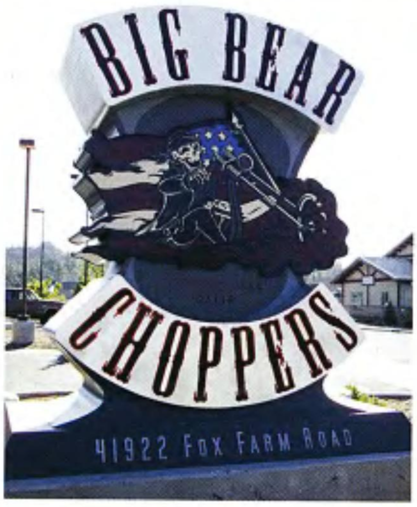
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Big Bear Choppers

Photos: Rick Hustead

unassembled bike, and built them with their own taste and skill. Some of these amateur-built bikes gave the pro-built scoots a run for their money. The grand prize for the Customer Builder Class was a new Baker 6-speed tranny, compliments of Baker Drivetrain.

Over the last three years this run has literally taken over the mountain and the number of vendors has increased by leaps and bounds. Nearly 100 aftermarket companies attended this year to show their wares. Some premier vendors include Performance Machine, Vance & Hines, JIMS Machining, Motorcult, Big Bear Tattoo and all the way from Baton Rouge, Louisianna, came Deep South Choppers—a successful BBC dealer.

Snow Summit was the perfect host on the mountain for this rally. All local restaurants and bars were open with additional BBQs and beer taps outside on the decks, which made it perfect to kick up your heels and take a load off after the long ride up to Big Bear. Snow Summit also had their Sky Chair operational for anybody wanting to ride the lift chair up to the top for some of the best views in Big Bear.

Ride the Mountain includes a very cool lake loop poker run and the overall winner received a Progressive Suspension AirTail kit. Other prizes included merchandise from BBC and Progressive Suspension.

The gate fee for Ride The Mountain was just $10 with children under six free—a true bargain for a big concert, vendor lot, bike show and all around good time at the ski mountain. Proceeds benefited local charities.

—Griz

"Sure, we can start Happy Hour early."

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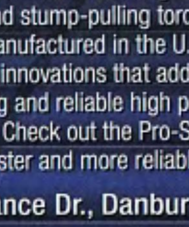

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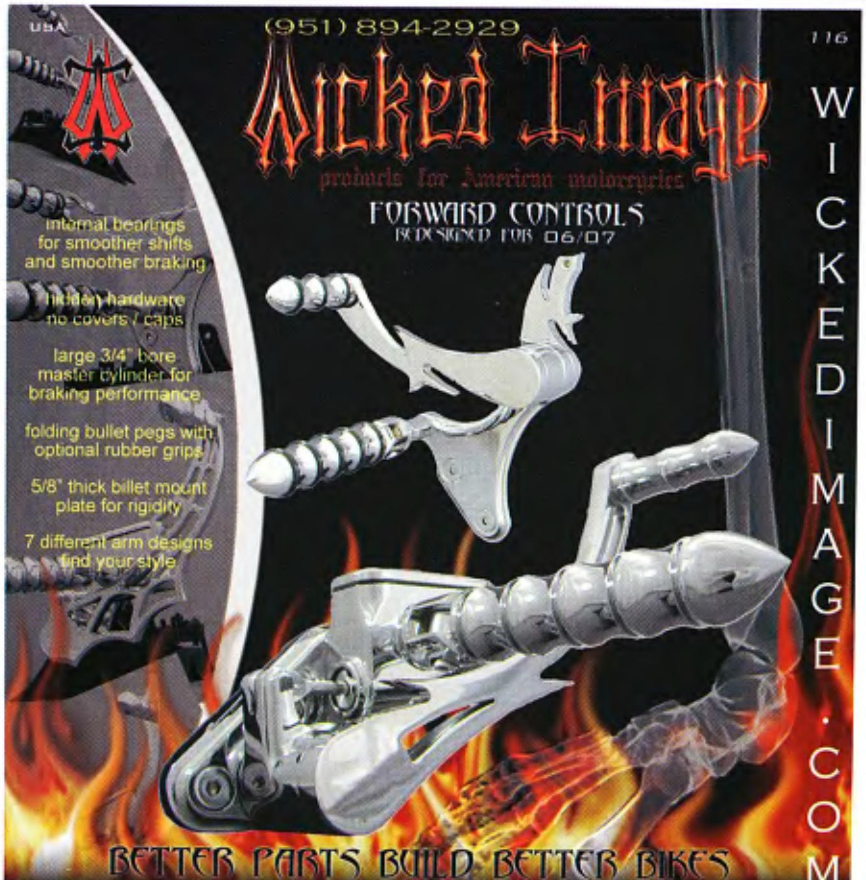
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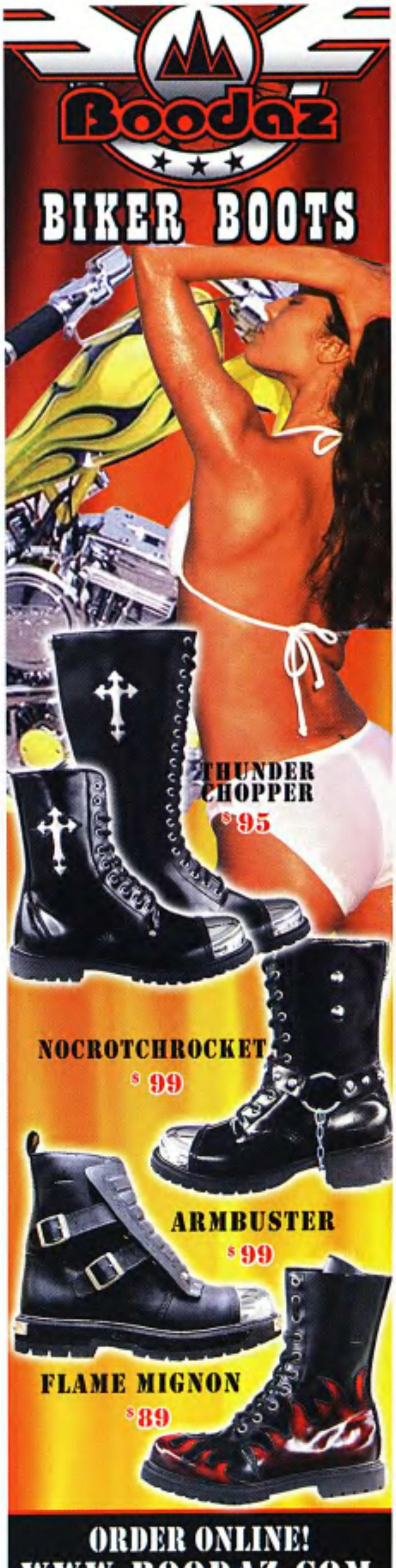
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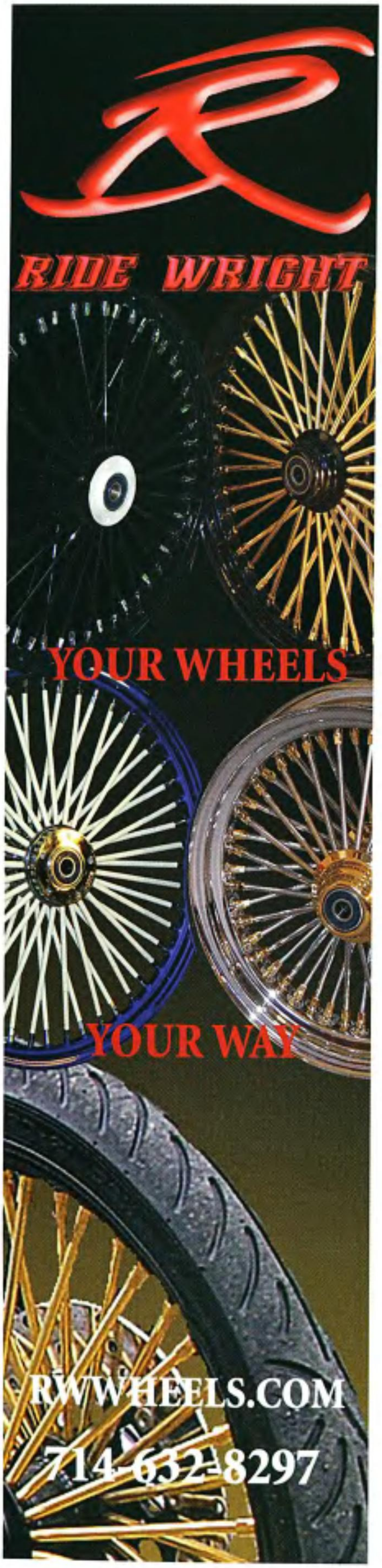
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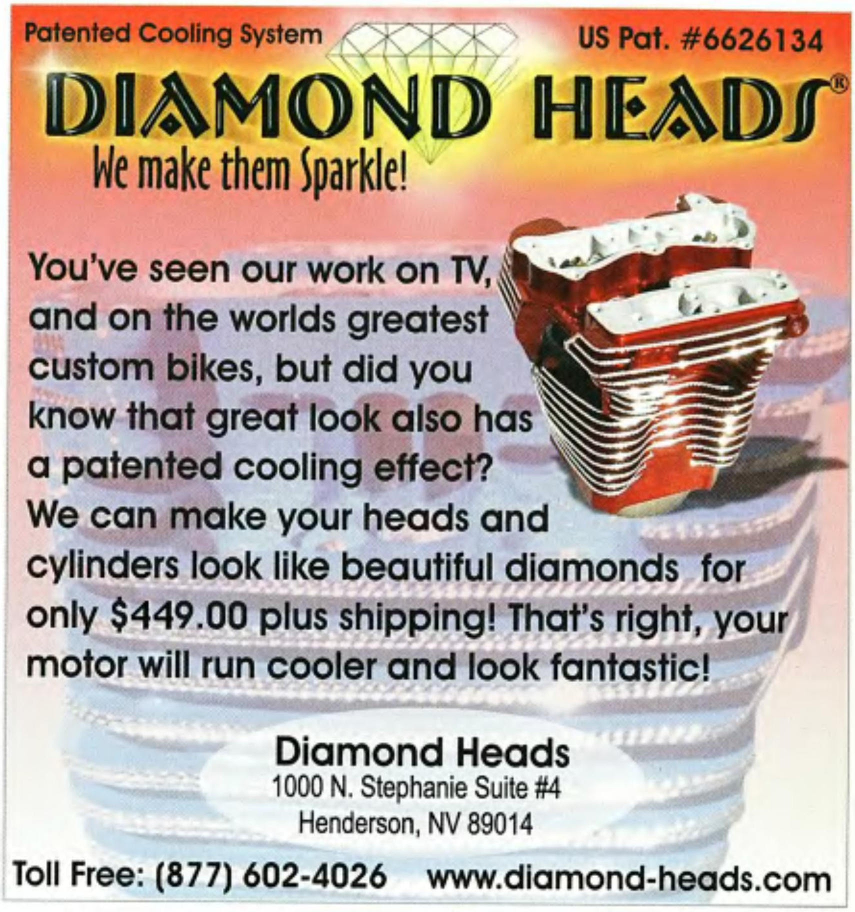
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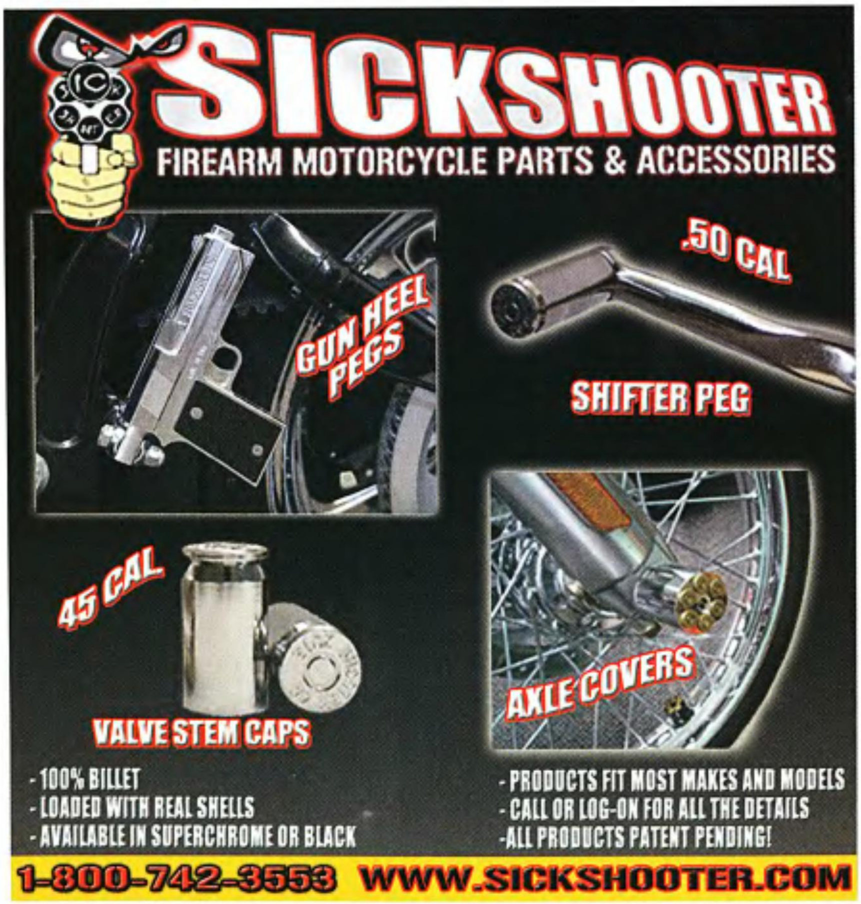

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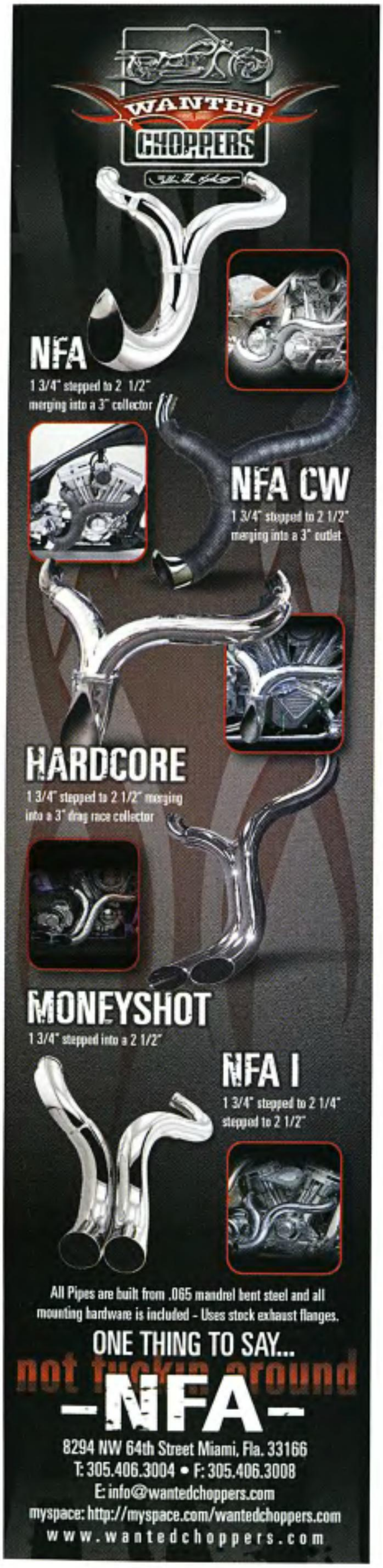

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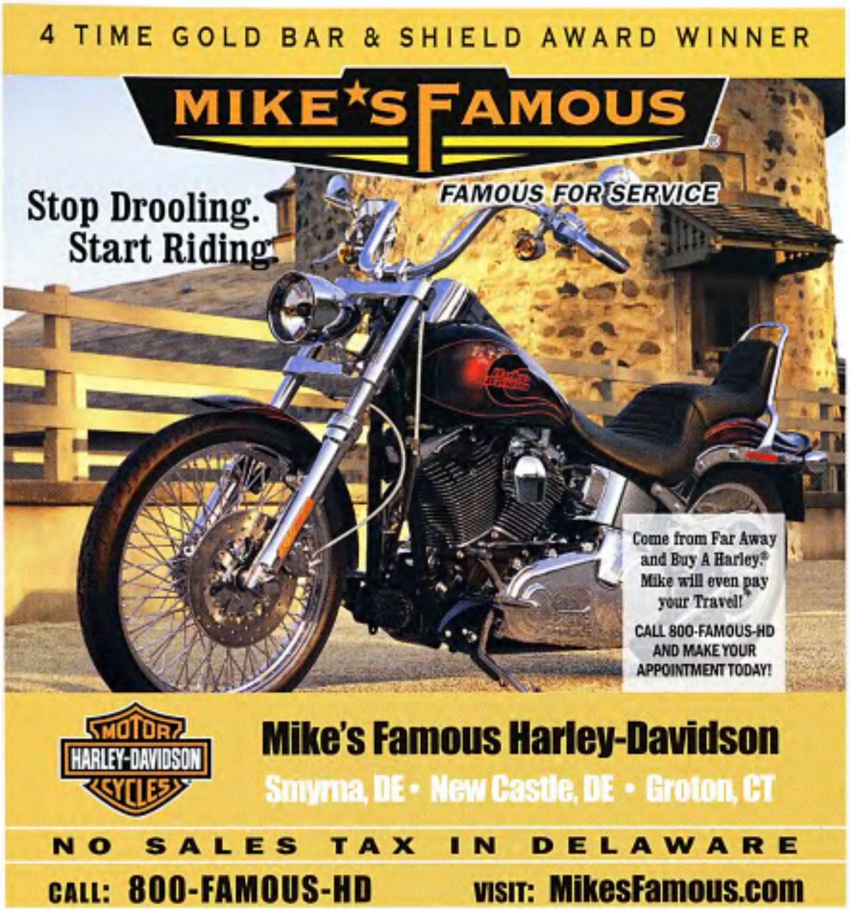
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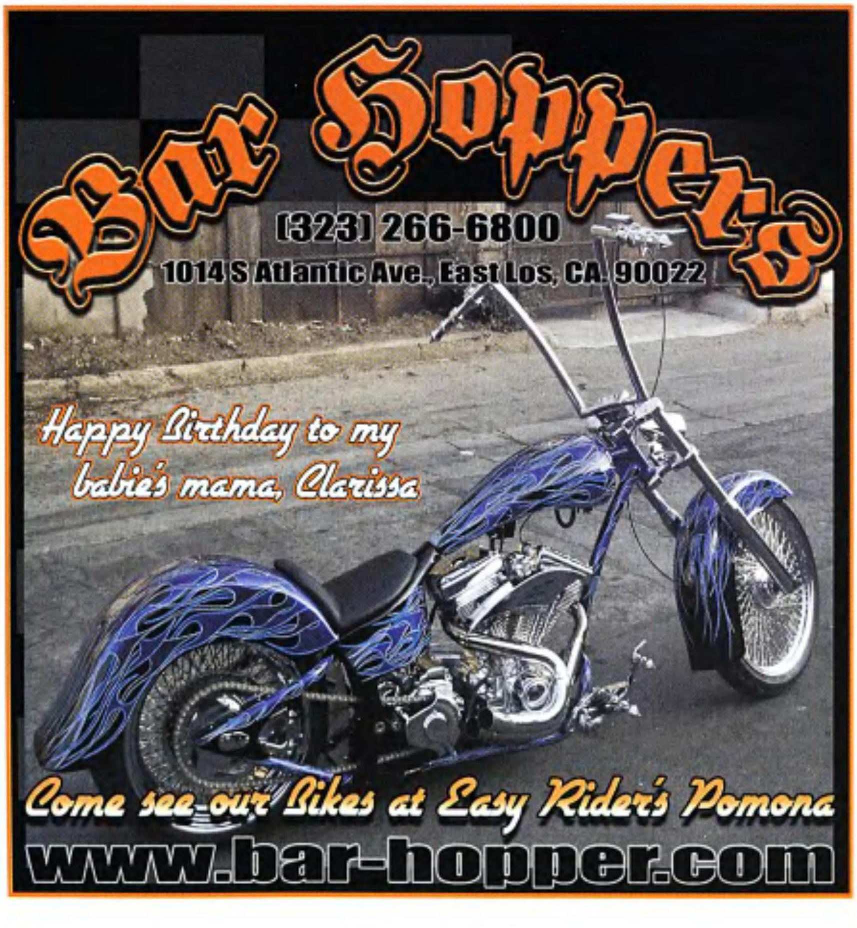
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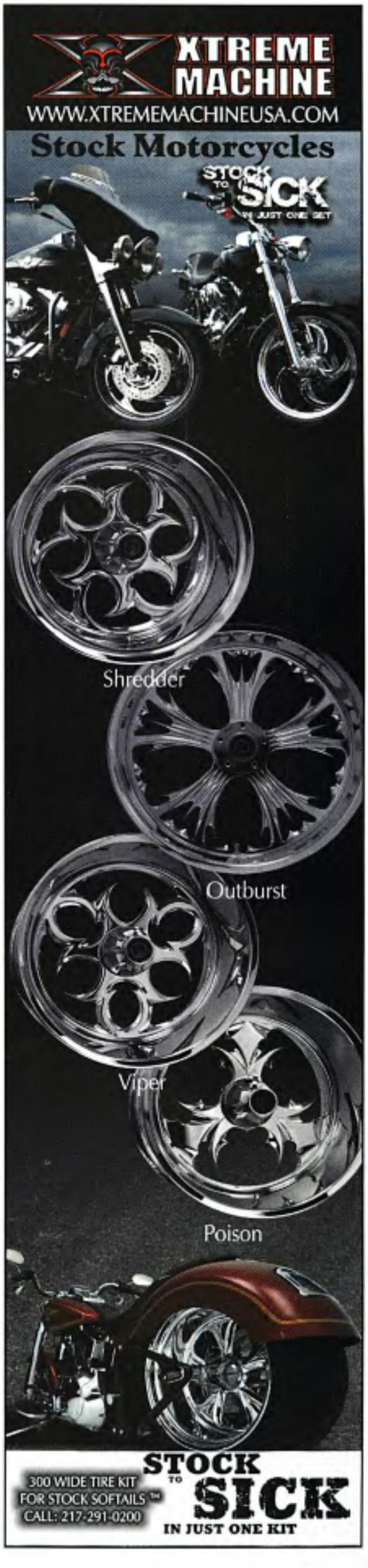
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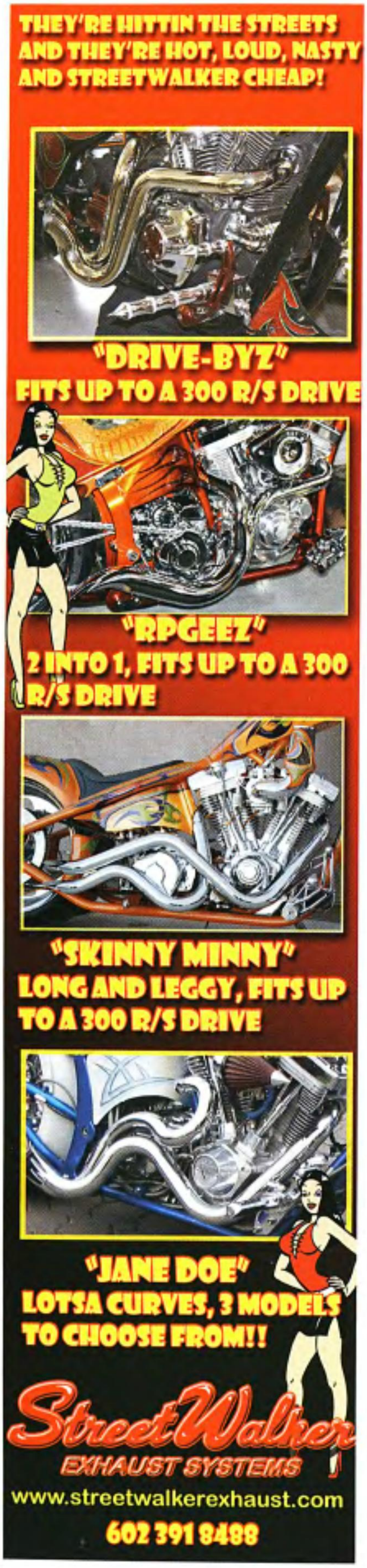
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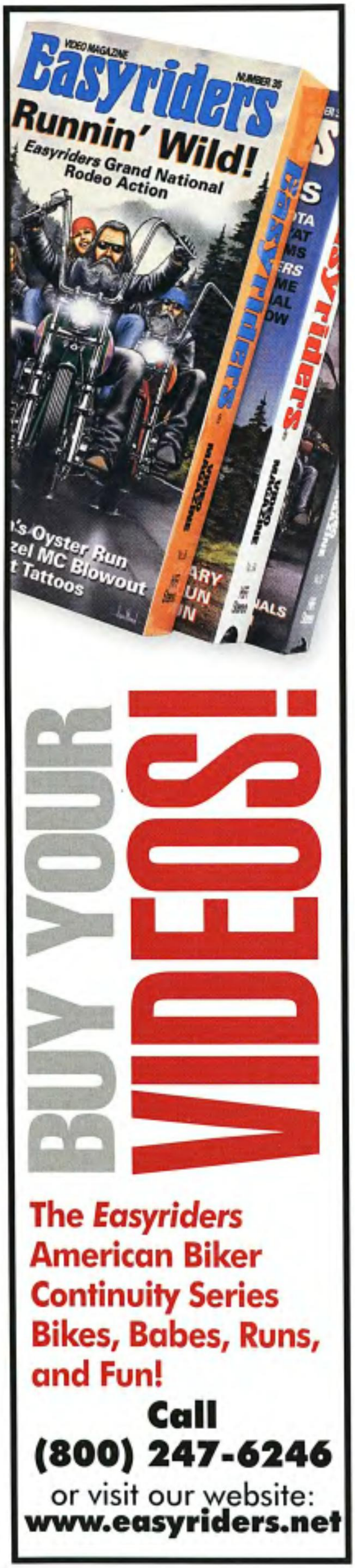
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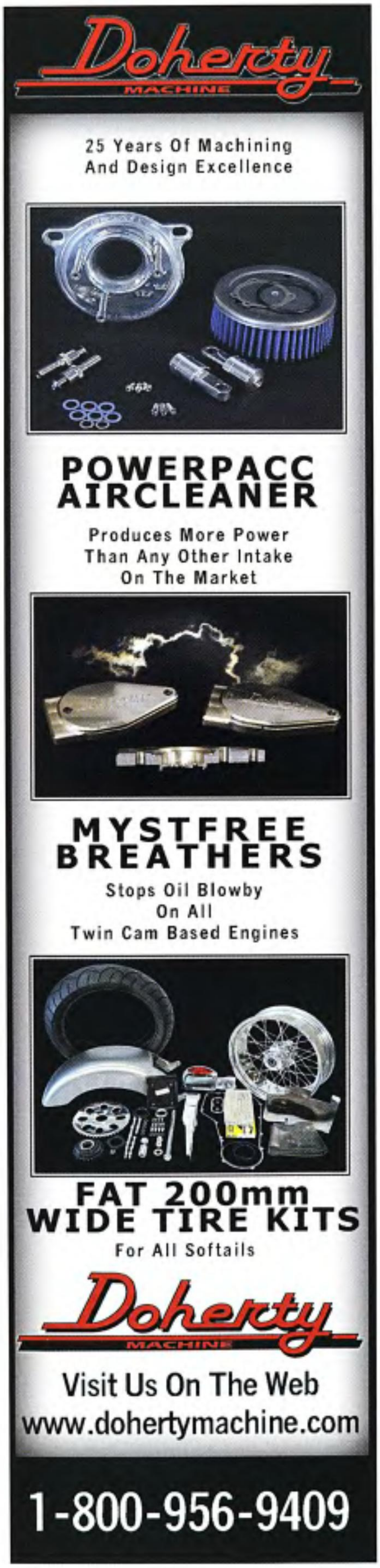
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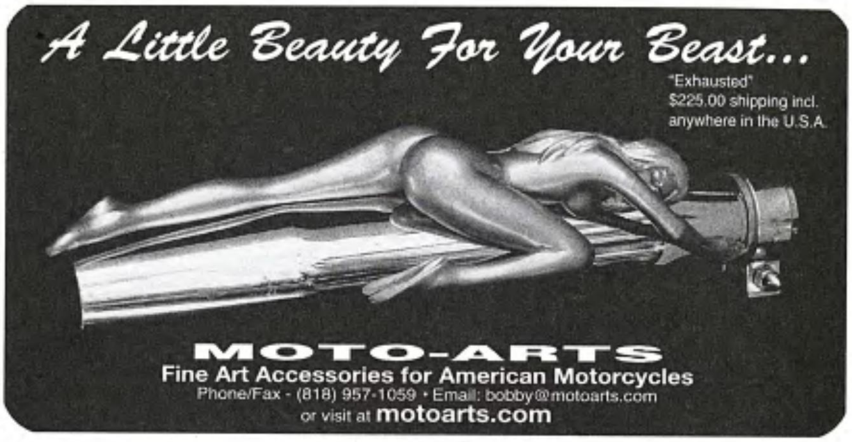

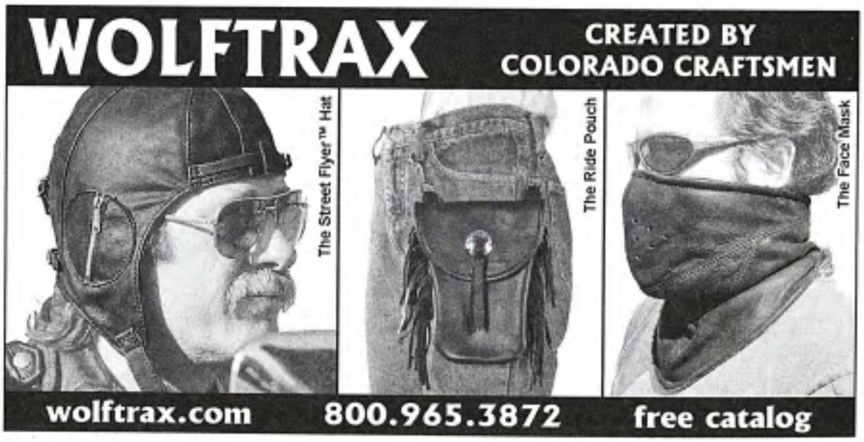

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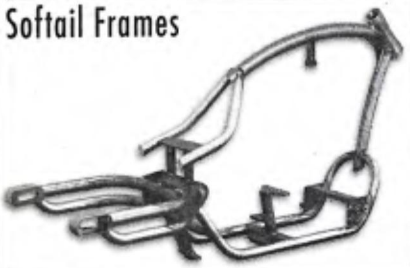

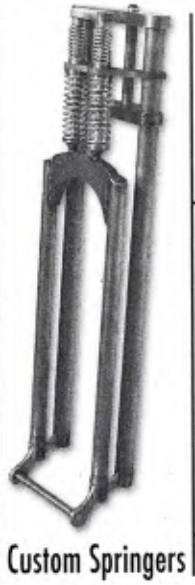

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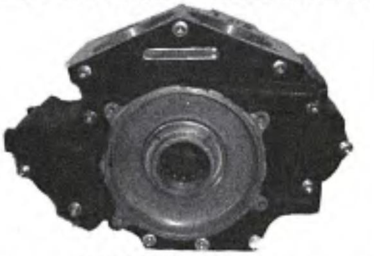

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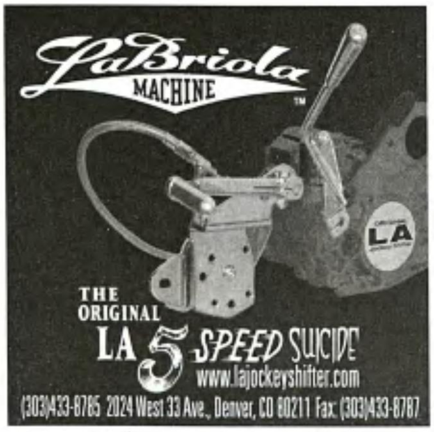
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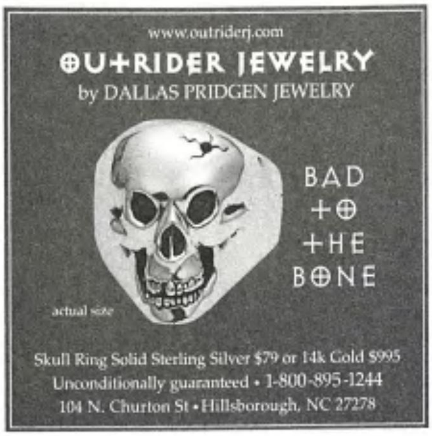
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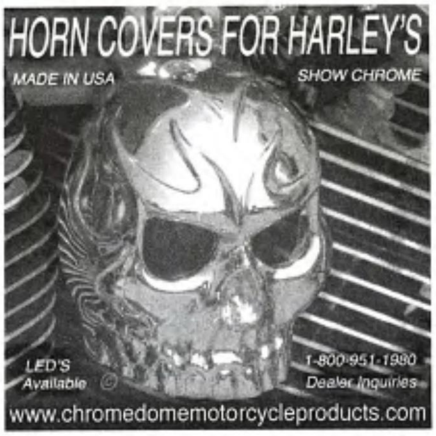
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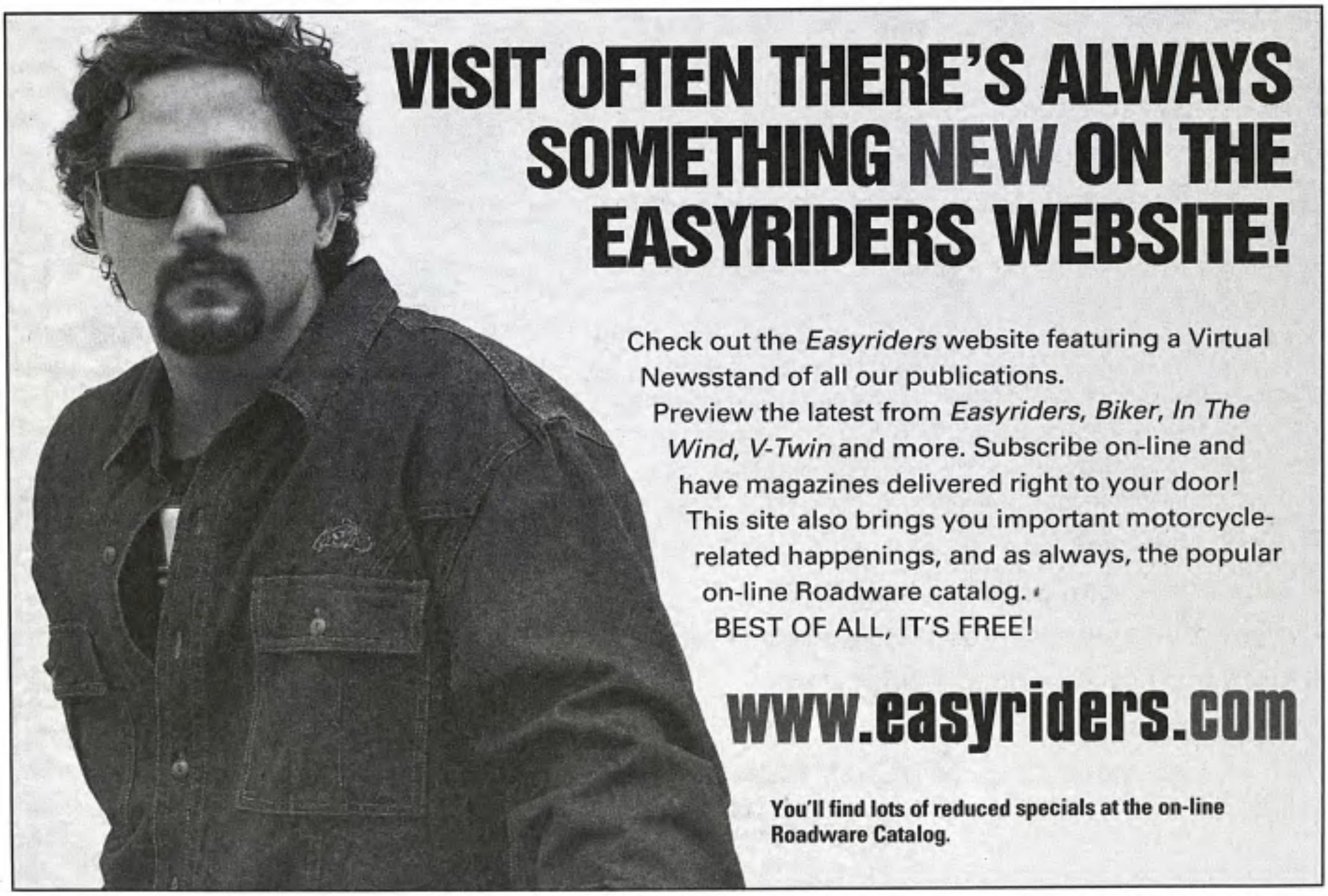
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SECOND ANNUAL THUNDER RUN

Baked In Bakersfield

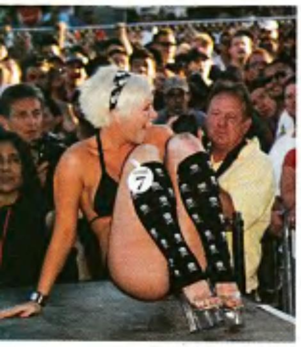
Bakersfield, California, is known for its intense summer heat and Father's Day weekend last June was no exception. The average temp hovered around 107 degrees with a high humidity index adding to the meltdown at the Second Annual Cingular Wireless/Bakersfield Thunder Run. Bikers, however, are not easily deterred by trivialities such as the weather, witness the Laughlin River Run, Las Vegas Bikefest, Bike Weeks in Laconia, Daytona, Myrtle Beach and Sturgis, cookers all. It may not be P.C., but we just require more liquid libations to lubricate the situation. The collective biker mentality says, "When the digits read-out in triple degrees, the ladies shed to string bikinis." This poorly rhyming theory proved true at the Thunder Run and we definitely enjoyed the view.

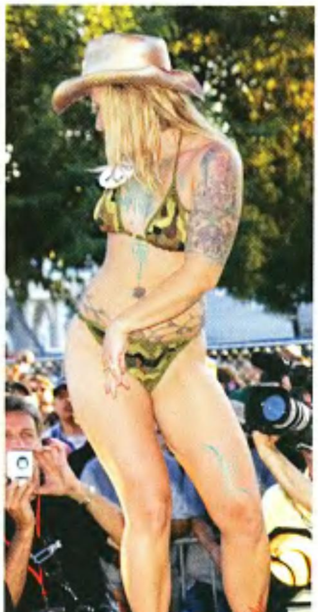
The Bakersfield Clarion Hotel, located just off Highway 99 at the Rosedale Highway exit, served as the official hotel of Thunder Run 2006, with all 110 rooms reserved for the event. Located just five miles from the event site at the Kern County Fairgrounds, the hotel provided free shuttle service to and from the event. They had designated motorcycle parking in front of the hotel, pool parties with live bands and a lounge in the lobby for the late-night crowd.

Friday afternoon the doors opened at 4 p.m. to eager fans lined up at the gate. Chris Little and the ravishing Jennifer Scott were the official event emcees, with a constant banter keeping attendees aware of everything by announcing upcoming highlights and the schedule of events for the day. Some of the attractions for the weekend included 35 bands, local and imports, playing on three stages. This meant that as you explored the venue checking out the bikes, freshening up your ink or getting long sought-after autographs from famous bike builders, the music interchange from one stage to the next would guide you in your journey.

The Bud Stage was the main event stage, hosting bands with names like The Heathens, Lords of Anger and the Devil Dolls. Friday evening the Purrfect Angelz preceded Lee Rocker of The Stray Cats

Bakersfield
Thunder run





to provide entertainment for the Vendor Appreciation Party. The Basque Café from Bakersfield catered a Basque-themed meal at the party. Tri-tip, traditional ranch-style beans, salsa, salad and, are you ready? Pickled cow tongue!

Camping at the event was a popular option as nearly 900 campers in tents and RVs embarked on the fairgrounds and set up pools, fully stocked bars and barbecue hardware. Full hook-ups for RVs were available, but limited to a first-come, first-served basis. Hot showers, security and the low cost of the all-inclusive camping package added to the allure of camping out. The campground was definitely the hot after-party location, providing a safe spot to party 'til you puked. Reminiscent of days when staying in hotels and motels was for pussies, the option to camp at the event seemed to be a brilliant move.

The temperatures rose on Saturday afternoon as thick, gray smoke filled the Bud Stage during the Burnout Contest. A local hot shoe on a Harley-Davidson Sportster took the trophy, but Johnny Goodson and his 113-cubic-inch Total Performance scoot called "Misery" from his Insane Custom Cycles shop was the crowd pleaser. Flaming bits of tire flew for three minutes and John's pant leg caught fire from the glowing exhaust pipes before the tire finally gave out, shredding the rear fender and elating the crowd to deafening proportions.

Some smoking hot bodies followed the smoking tires as the Ultimate Bikini Contest took over the stage. Sponsored by Hi-Lo Rider Bike Buddy Pro and Extreme Energy, the contest reeled-in talent by offering an ample booty of $5,000 cash for the best, ah, well... booty! Twenty contestants were narrowed down by audience response to a final three. The beauties in bikinis drove the crowd wild as pretty Natalie (recent *Biker* cover girl) took first place and "Sin a Little" Candice, representing Little Diablo Clothing, came in a tight second. The Atomic Punks followed the frenzy with rockin' licks and cool tunes after dark.

McGee's Restaurant, a local biker-friendly joint, sponsored the Bike Show on Sunday. More than 100 bikes were competing in seven classes including: Radical Frame, Chopper and Antique. James Zaragosa of James Z Concrete poured the burnout pads and also walked away with a First Place trophy for his '52 panhead. Tracy Answorth of Three Dogs Customs in Bakersfield took Second Place in the same class. Smiley Gonzalez reigned supreme, earning Best Radical Frame and Best of Show with his red MGS custom. Laser Light Engraving of Bakersfield did a great job on the crystal trophies.

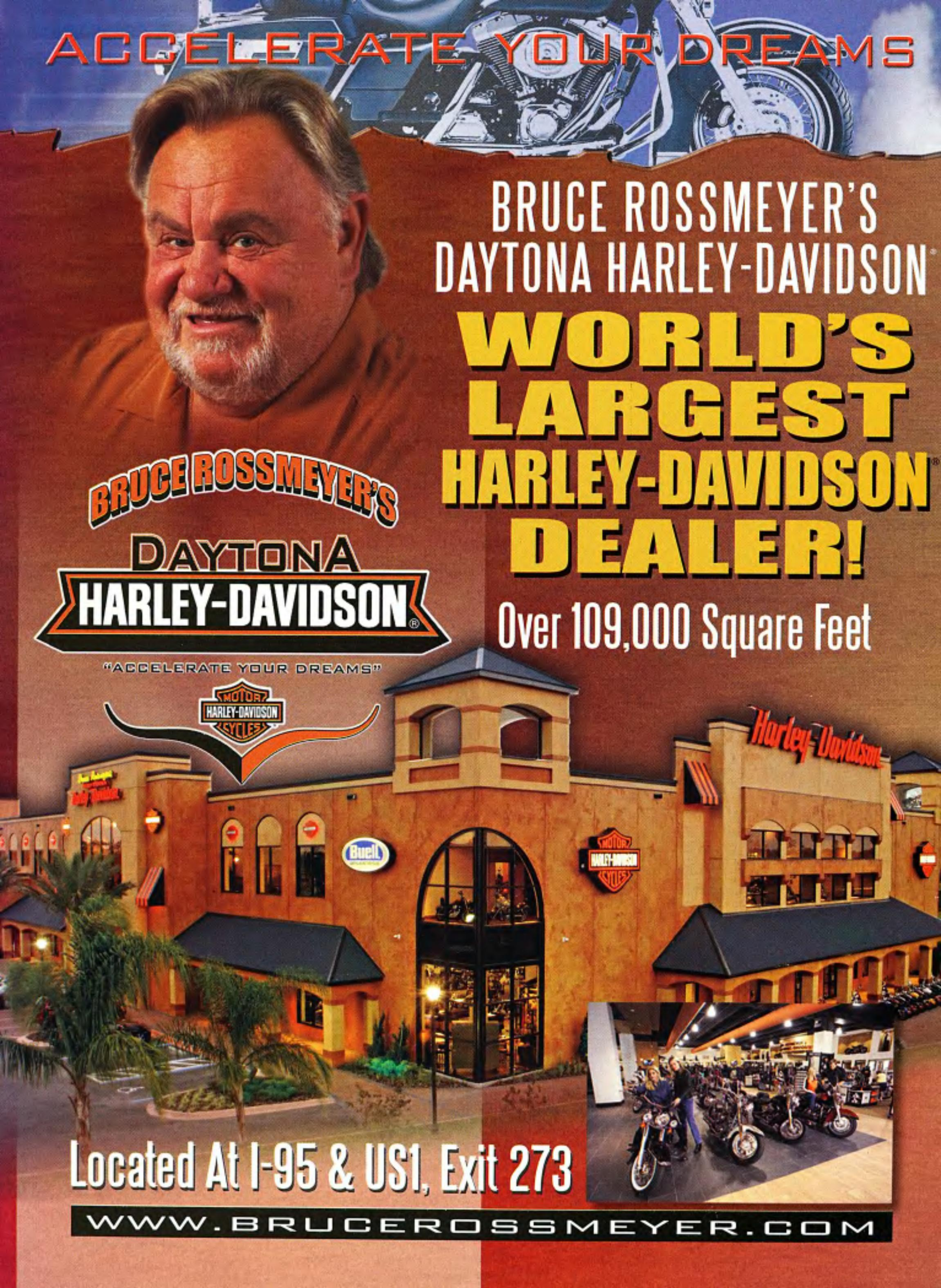
The lineup of invited pro bike builders was phenomenal. They included: Matt Hotch, Hot Match Productions; El Pitts, Vegas City Choppers; Scott Long, Central Coast Cycles; The Count (Danny Koker and crew) of Count's Customs, Las Vegas; Shinya Kimura, Zero Engineering; Chica, Chica Custom Cycles; Cole Foster, Salinas Boys Bikes and Rods; Trevelen, Super Co. Customs; Kirk Taylor, Custom Design Studios; and Vini "Big Daddy" of the Kustomizer. Three other shops, Blue Ribbon Customs, Thunder Mountain Motorsports and MGS Customs were not originally scheduled to appear but managed to clear their calendars to join in all the fun.

Mike Freeny and Alex Benavidez worked diligently to make sure this event came off clean and, despite the heat, the Bakersfield Thunder Run was an overall success. Big Boys Productions would like to thank those who contributed their time and energy to this event throughout the year. You know who you are.

—Pauline Ortiz y Pino

Photos: Kim Peterson

"He was a rebel to the end."



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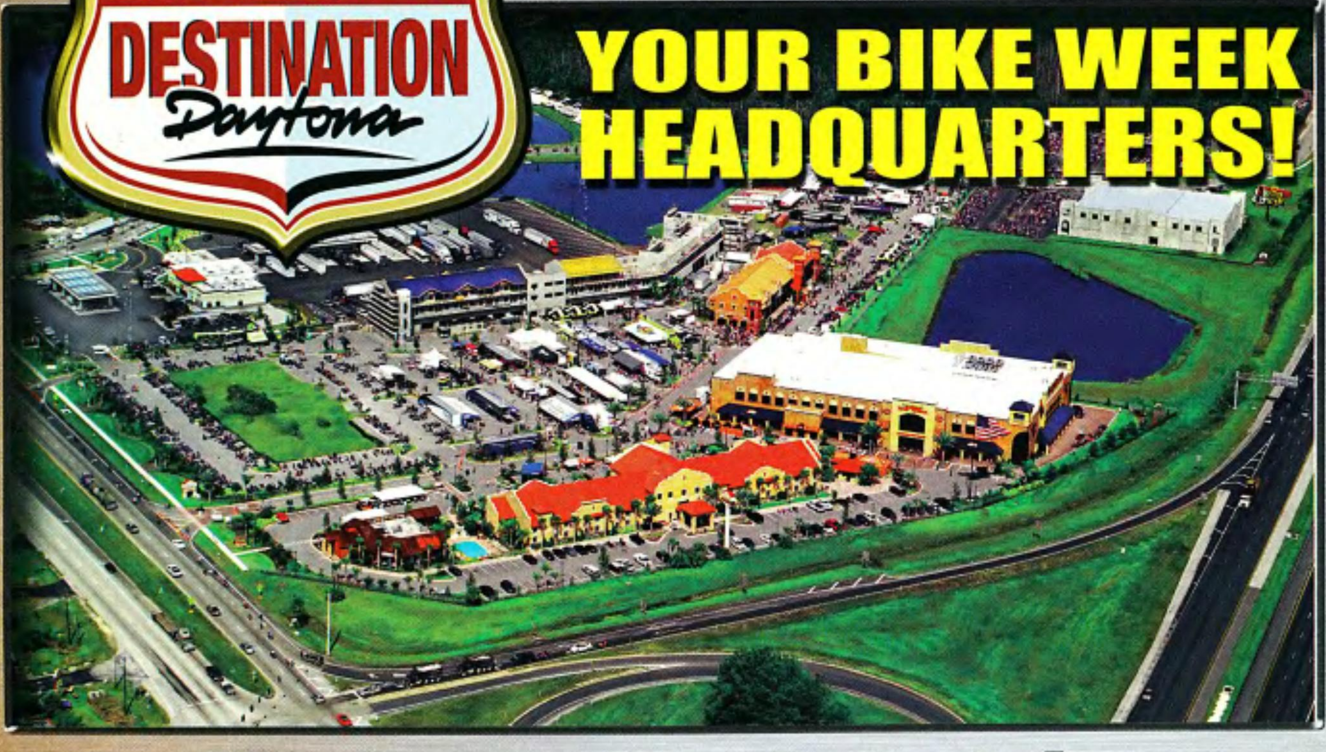

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ProductReview

NOTHING LIKE A GOOD BAR
Custom Handlebars from Rucker Performance

Handlebars get more attention than any other part of your bike; they make a styling statement and have a great deal to do with the bike's riding comfort. Most handlebars fit one side of the equation and fall down on the other; remember the Buckhorn bars used on factory bikes back in the '90s? In-between then and now, several companies have developed some very cool custom bars.

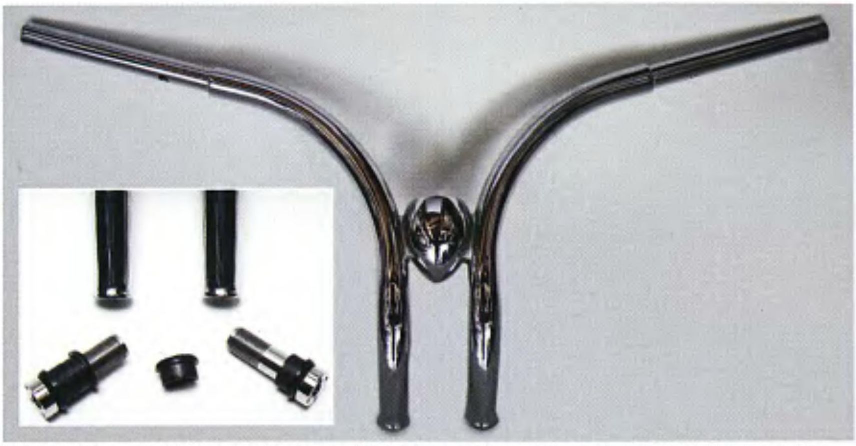
Never one to follow, Bill Rucke, at Rucker Performance has weighed in with a knockout set of custom "Y" bars. Made from 1 1/4-inch stock, these bars have a high and wide hand placement, internal wiring ducts, built-in mini-gauge housing and an integrated mounting system. The bars are jig-welded; their mounts fit our top trees perfectly, using the gauge housing to function in the same way as a standard top clamp would. There is a passage for the gauge wiring between the housing and the right side of the bars. Unlike most handlebars, the internal wiring runs down through the mounting bolts and exits out of sight under the top triple tree. For control fitment, the tops of the bars step down to a standard 1-inch size. The joint between two sizes is flawless. The bars are treated to a show-quality chrome job.

We installed the bars on our project FXR and found the look and control placement to mesh with the bike's custom appearance. They went on without any drama or filing, as a top-notch bolt-on part should. *—John Sullivan*

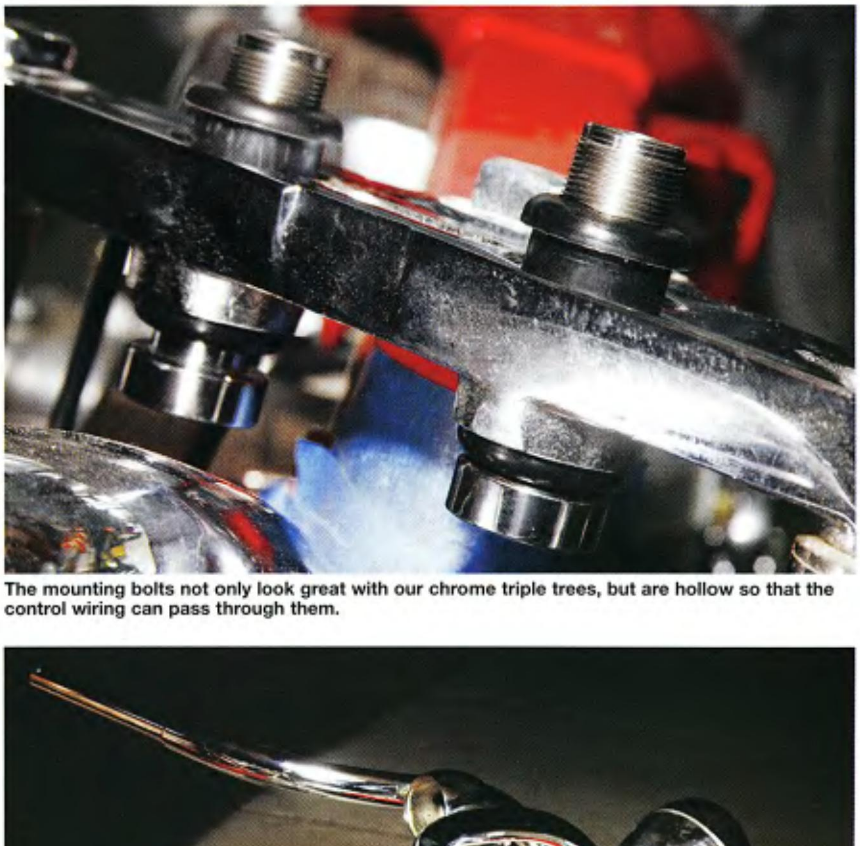
The gauge mount shows the level of quality that went into these handlebars; it is fully machined from a steel billet. Rucker welds it between the two actual bar tubes. This not only gives them a very sleek appearance, it holds them rigidly together.

Source

RUCKER PERFORMANCE
817-838-3200
www.ruckerperformance.com



The bars' mounts (shown inset) are machined from stainless steel. They have nylon insulators that fit into the top triple tree. We used silicone spray to lube them prior to installing them.



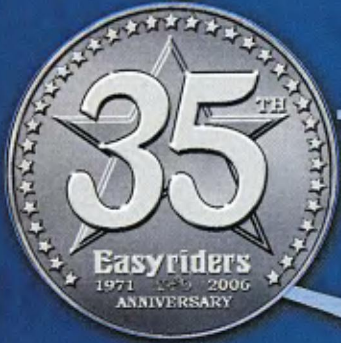
The mounting bolts not only look great with our chrome triple trees, but are hollow so that the control wiring can pass through them.

As evidenced here, the sweep of the bars and built-in gauge mount are just the ticket for our custom ride.

Photos: John Sullivan

LAST CHANCE

Limited Quantity



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Say it ain't so! 35 years! It seems like only yesterday that we put together the 1st issue of *Easyriders* magazine. Do you know that a mint condition, 75 cent, 1st issue of *Easyriders* magazine is now worth about $350? All these years later we're still proud to be putting out the best motorcycle magazine ever. In our usual style, we'll be celebrating our 35th year and we want you to join us.

Designed in memory of David Mann, the *Easyriders* 35th Anniversary, $35 commemorative coin is proof quality solid silver nickel. Because of the strictly limited numbers of these coins minted and their ultra-high quality, their value may rise in time (remember what issue #1 is now worth!). The $35 face value of each coin is guaranteed forever by *Easyriders*, in exchange for *Easyriders* merchandise of equal value by the bearer of the coin at anytime.

This limited edition coin is being offered exclusively to our readers. The number of coins minted was restricted. No coins were minted after June 30, 2006 and the dies were destroyed.

Thanks for taking the ride with us and join us in celebrating Easyriders' *35th year.*

Joe Teresi **- Publisher**

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You are an individual and what's good enough for the masses is not good enough for you. You march to the beat of a different drummer. You want to build your own bike and you want it built your way.

The basic building block of your new chopper, bobber, dresser, or whatever you dream of, is the frame. If you don't have the wherewithal to build your own from scratch, chances are you'll be looking to the aftermarket for the frame that expresses your individuality. Well, look no further, because your good bros at *Easyriders* have got you covered. If the choices below don't fulfill your wish list, the links to their Web sites will.

Please note: the companies with the logo next to their name, have an ad in this issue. Be sure to check out the advertisers index on page 144 of this issue for more information.

Happy building.

—Kit Maira

EASYRIDERS' GUIDE TO FRAMES

DAYTEC GOLIATH FRAME

Daytec Center is a provider for some of the most notable motorcycle manufacturers in the U.S. Daytec offers dealers a wide assortment of motorcycle aftermarket frames such as the 280/300 Goliath Series.

The Goliath Series 250 left-drive rigid features 1 1/2-inch tubing on the frame and redesigned Daytec axle blocks. This frame utilizes Daytec's Goliath removable front motor mount and forward control mount assembly and accepts a 250 tire size on an 8 1/2-inch wheel with a full size belt.

Daytec's Goliath other 250 frames are engineered to accept 5- or 6-speed transmissions and any Evo size motor. The Goliath is available in left- or right-side drive with Soft-Tail or Stealth swingarm.

Daytec Center, 760-244-1591; www.dayteccenter.com

RC COMPONENTS CURVED FRAMES

The latest frame creation from RC Components is their new curved, single downtube frame. This frame consists of 1 3/8-inch steel tubing throughout and 1 1/2-inch tubing for the curved downtube. The frame is offered with any style of RC swingarm, (including the new 300 Phantom), and also as a rigid. All RC Components Frames are available in almost any rake and stretch and are all setup for Evo motors.

RC Components, 800-931-0326; www.rccomponents.com

BIG BEAR CHOPPERS SLED FRAMES

The Sled frame is designed and manufactured by Big Bear Choppers and fits a 250 rear tire with a left-side drive or the popular 300 rear tire with the right-side drive in either a pro-street or chopper version. The unique look mostly comes from the extra stretch of frame behind the transmission. The patented oil tank sits behind (as opposed to on top of) the transmission. This allows the extra room to drop the seat 5 more inches to a total seat height of 19 inches off the ground.

Big Bear Choppers, 909-878-4340; www.bigbearchoppers.com

SAT MOTORSPORTS

This frame has a 7-inch backbone stretch and 2 inches in the downtube with 45 degrees in the neck. All their frames come with a 1-inch axle, internal fork stops and a billet bearing cover for the top of the neck. All frames are built using 1020 DOM tubing and are TIG-welded. Their frames come two ways, tacked or fully welded. SAT custom builds every frame, any stretch any rake. If a customer has frame design they want, they will do that also. SAT Motorsports says, "We may be cheap in price, but not in quality."

SAT Motorsports, 417-796-2131; www.satmotorsports.com

DOUBLE D FRAME

Meet Choppers Inc's traditional rigid frame. The Double D frame features 6 inches of upward stretch and 4 inches of forward stretch with 45 degrees of rake and a 4-inch stretch between the transmission and the axle. This stretch is designed to lower the seat height. The Double D frame is light and compact, fitting a 240/250 rear tire and any American V-twin from a flathead to a late model and retails for $2,250.

Choppers Inc., 321-757-7262; www.choppersinc.com

KUSTOMWERKS CURVED DAGGER FRAME

Kustomwerks offers frames made from mandrel-bent steel tubing, with 2-inch single downtube, 1 3/4-inch backbone tube and 1 1/2-inch tubing for the rest.

The frames are designed to accept 300 or 330mm rear tires and any right-side drive 5- or 6-speed transmission using a 1 1/2-inch final belt drive or a chain drive.

Frames are delivered with a component

kit and integral, 1-piece transmission plate.

Kustomwerks, 800-498-4711, www.kustomwerks.com

CAROLINA CUSTOMS BOBBER FRAME

This bobber frame is packed with features like internal fork stops, Timken brand roller bearings, stainless steel dust covers, tank and fender mounts, kickstand mount, exhaust mounts, raised motor and tranny mounts, zinc-plated axle and stainless steel axle guides. The Carolina Customs' frames are hand TIG-welded. Carolina Customs is now offering this frame in a 2 inches out, 3 inches up, 33-degree rake for $1,395.

Carolina Customs, 704-592-2355; www.carolinacustomproducts.com

ATLAS HIDDEN-SHOCK FRAME FOR SPORTSTER

A major supplier of motorcycle frames for the aftermarket industry, Atlas offers a hidden-shock version for Sportster motors. It comes in a 180 or 200 tire version and is also available to fit a 250 rear tire. All Atlas chassis come with any neck rake and stretch and will be customized to your specifications.

Atlas Precision, 760-242-9111; www.atlasprecision.com

ALLEN BROS. FRAMES FOR SPORTSTERS

Allen Bros. Chopper Works builds a variety of Buell conversion frames, including rigid and suspension models. Each frame is handcrafted from quality materials, and TIG-welded for superior strength.

The rigid version, called the Rigid Morph, has unique flat plate down rails, and uses single point rear axle mounting.

It has a pro-street drop-seat that's only 19 inches off the ground.

The suspension version uses the stock Buell swingarm, shock and rubber mounts for the engine. The Rolled Morph suspension frame has radical double curved backbones and a single lower frame rail.

The Cross Breed Morph suspension frame is a cross between the Rigid Morph and the Rolled Morph.

Allen Bros. Chopper Works, 719-271-6868; www.allenbros.com

CYRIL HUZE BOBBER FRAME

This clean bobber frame from Cyril Huze accepts 180/200 rear tires with a chain final drive. Each frame comes with a CNC transmission plate that's welded to the

frame, CNC axle covers and a 1-inch rear axle for strength. The frame is set with a 32-degree rake for a true bobber look.

Cyril Huze, 561-392-5557; www.cyrilhuze.com

AEC PRO-STREET FRAME

The Prowler pro-street frame is set up for right-side drive and can fit tire sizes from 240 to 250. Each frame comes with a shot-peened surface and features accessories including a swingarm with bearings, weld-on gas tank mounts, internal fork stops, built-in neck bearing cups, splash guard, oil tank, an integrated transmission plate and a 1-inch axle with axle adjusters and covers.

American Engineering Company, 800-252-3552; www.goprowler.com

SUCKER PUNCH SALLYS

Sucker Punch Sallys offers three frame dimensions for your old-school project—no rake (30 degrees) no stretch, 34 degrees, rake 4 inches of stretch and

38 degrees and 2 inches of stretch. All frames are raw and are priced at $995 plus shipping.

Sucker Punch Sallys, 513-353-2803; www.suckerpunchsallys.com

A RACE-INSPIRED V-TWIN FRAME

U.S. Choppers has recently introduced a race-inspired chassis featuring low-slung weight distribution for easy handling and rider confidence. The motor is angled forward to distribute more weight to the front end, allowing increased front tire bite for aggressive cornering. The transmission has been elevated to eliminate any driveline components from being scraped in a deep turn and the driveline is centered in frame for balance and symmetrical lean angles in both left and right turns. The single loop engine cradle was designed to accommodate lean angles up to 45 degrees.

U.S. Choppers; 714-546-4699; www.uschopper.com

CHOPPERS GUYS FAT GUY

Chopper Guy's has designed a frame that allows you to run a 200mm tire on all bagger models. This slightly modified twin cam bagger frame is still very user-friendly and allows use of 90% of OE parts or custom OE parts. These bikes when built with OE drive trains can be serviced at any dealership in the country. In other words, you won't be stuck at

any shop for a week waiting for your custom made mainshaft or 5th gear that only one company in the world makes. You're in and out in OE time.

They are also producing a stock replacement bagger frame that, they say, is the closest frame to stock in the industry. It accepts all OEM parts without modifications.

Chopper Guy's, 800-548-CHOP; www.chopperguys.com

8 BALL FRAMES

8 Ball Manufacturing is offering builders a frame for those looking for a different high-end frame. This one features a rear air bag and oil shock setup (with complete travel adjustment). Built-in suspension stops can be adjusted to give the bike between 1/2-inch and 4 inches of ground clearance. Frames are built from 1 3/4-inch and 1 3/8-inch tubing.

Motor and transmission mounts are CNC-machined and ground for precise flatness. All frames are TIG-welded and cooled in the fixture. The uniquely designed lower section of the frame is thin and has no swingarm pivot side plates. This allows the bike to be ridden in a very low position without scraping the ground, the manufacturer says.

The battery and oil tank are mounted under the transmission for a lower center of gravity. The motor and transmission are mounted in the center of the frame and the belt runs on the outside of the frame, so a 1 1/2-inch belt can be used with a 300 or 360 tire.

8 Ball Manufacturing, LLC, 661-252-3344; www.8ballmfg.com

DETROIT BROS. RIGID FRAME

Detroit Bros. Custom Cycles now offers other builders their popular steel rigid frame. Made famous on the Discovery Channel's *Biker Build-Off* series, this frame lets you design your very own post apocalyptic scoot and comes in a variety of styles like the Gooseneck, Sportster and Drop-seat. They all retail for $1,350.

Detroit Bros. Custom Cycles, 248-542-5255; www.detroitbros.com.

REDNECK FCA MONO-SHOCK AND HIDDEN-SHOCK FRAMES

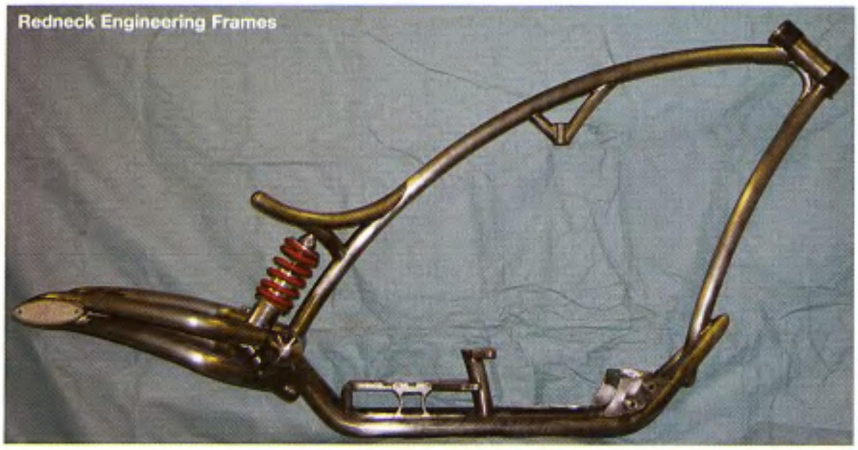
Well known for their award-winning hardtail frames, Redneck Engineering is now offering two swingarm frames.

The first is an innovative mono-shock version of their patented Curves frame. Redneck say that this has to be one of the smoothest riding, most forgiving frames ever made.

The second frame is a hidden-shock model that was developed from Redneck's Lowlife and Gettinhigh models. It was made to look like a hardtail and will cause a lot of double takes, according to the manufacturer.

Both frames are available for tire sizes ranging from 200mm to 330mm. They come in left- or right-side drive, with rake

8 Ball Frame



Redneck Engineering Frames

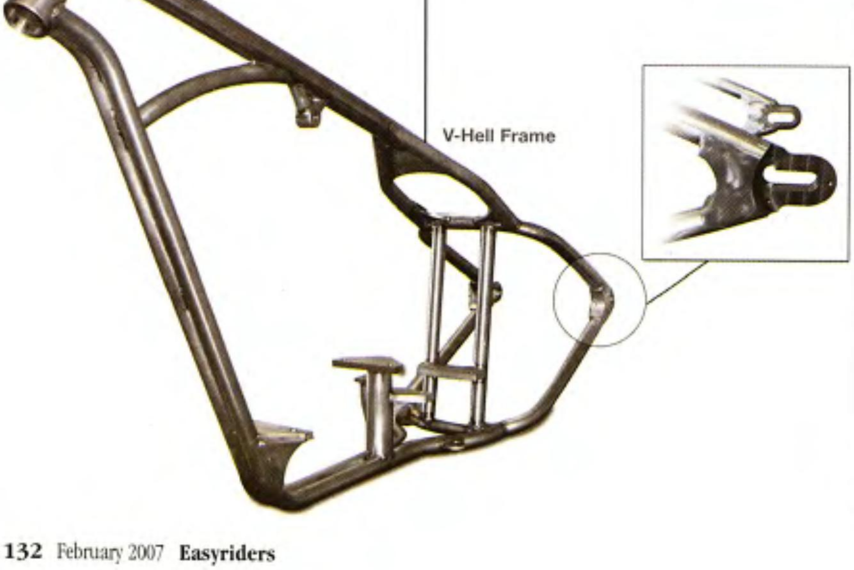
from 36 to 52 degrees, and in several backbone and downtube stretches and styles. Frames are available with or without mounted sheet metal.

Redneck Engineering, 864-843-3001; www.redneckengineering.com

V-HELL FRAME

Bare Knuckle Choppers now offers the V-Hell frame, a new take on the timeless VL frames. The V-Hell features dual 1 1/8-inch tubes for the front section and cradle, splitting past the transmission to form a rear section to fit either stock or 180/200mm tires. This frame also uses the manufacturer's axle plates, allowing you to run either an exposed axle area or a covered one with the supplied aluminum covers. Gooseneck or straight neck versions are available for 4- or 5-speed tranny, with rake and stretch up to customer specifications. All frames are TIG-welded in a laser-aligned fixture.

Bare Knuckle Choppers, 636-745-3316; www.bareknucklechoppers.com.



V-Hell Frame

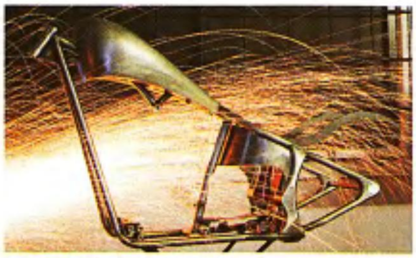
LEROY-THOMPSON DIRTY HIGH FRAME

Leroy-Thompson's Dirty High rigid motorcycle frame was engineered with multiple applications in mind. The frame is set up with a 40-degree rake, 40-inch neck height, 18-inch seat height, 5 up/5 out, 2 1/4-inch downtube, and 1/8-inch and 3/16-inch wall DOM configuration. Leroy-Thompson's Dirty High is designed to accommodate a 300 tire with belt drive or a 330 tire with a chain.

If you like the frame but wish to change the specs, Leroy-Thompson can build one to fit your requirements.

Leroy-Thompson, 440-266-0666; www.leroythompsonchoppers.com

Leroy-Thompson Dirty High Frame



GP DESIGNS FRAMES

GP Designs' new frame encompasses every aspect of great craftsmanship, the manufacturer says. They include hidden axles, flush-mount swingarm bolts, a threaded oil fill, and 1 3/8-inch tubing throughout.

GP Designs, 866-356-2464; www.gpdesigns.net

HARDLIFE DROP-NECK RIGID FRAME

Independent Cycle Inc, manufacturer of Legend Air Suspension, is offering the Hardlife Drop-neck rigid frame featuring radial bends and using a machined neck stem that's ready to accept press-in bearing races (no need for fork cups). It comes with a solid machined top motor mount that's triangulated for strength. Featuring low seat height and a low center of gravity, the frame has a machined 1/2-inch thick, 1-piece transmission plate that's positioned so the driveline is centered. The Hardlife Drop-neck rigid frame is made to accommodate a 240, 280 or 300 rear tire.

Hardlife Dropneck Rigid Frame

Independent Cycle Inc., 605-737-4200; www.independentcycleinc.com

TERESI® DYNO-DRAGS™

Patent No. 6,123,547 & No. 6,505,503

TERESI DYNO-DRAG takes "inter-active" to a new level by allowing motorcycle enthusiasts to compete head-to-head with their own bikes under real racing conditions.

Utilizing a pair of motorcycle dynos, Christmas tree starting lights and a computerized timing system, riders can test their racing skills and find out how fast their bikes really are — all in the safety of a stationary environment.

Once "staged," the rider is looking down the simulated track, complete with an electronic scoreboard that displays top speed and elapsed time for each lane. With engines revving, the green light flashes and the riders accelerate their bikes — side-by-side — through the 1/4-mile stretch, just like at a real drag strip. And since every "run" is also a dyno-pull, the Teresi Dyno-Drag provides a printout of horsepower for each competitor.

The Teresi Dyno-Drag is a self-contained, mobile inter-active attraction that can be set-up most anywhere — indoor stadium or outdoor parking lot — regardless of weather conditions.

With appearances planned at over 40 events per year for some 120+ days of operation, the Teresi Dyno-Drag will be coming to an event near you this year!

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Anyone racing in the 2007 year will qualify for the 2008 Dyno-Drag Nationals. Cash Prizes ★ Trophies Winners will be featured in V-Twin Magazine. $10,000 purse even last place will get $1,000!

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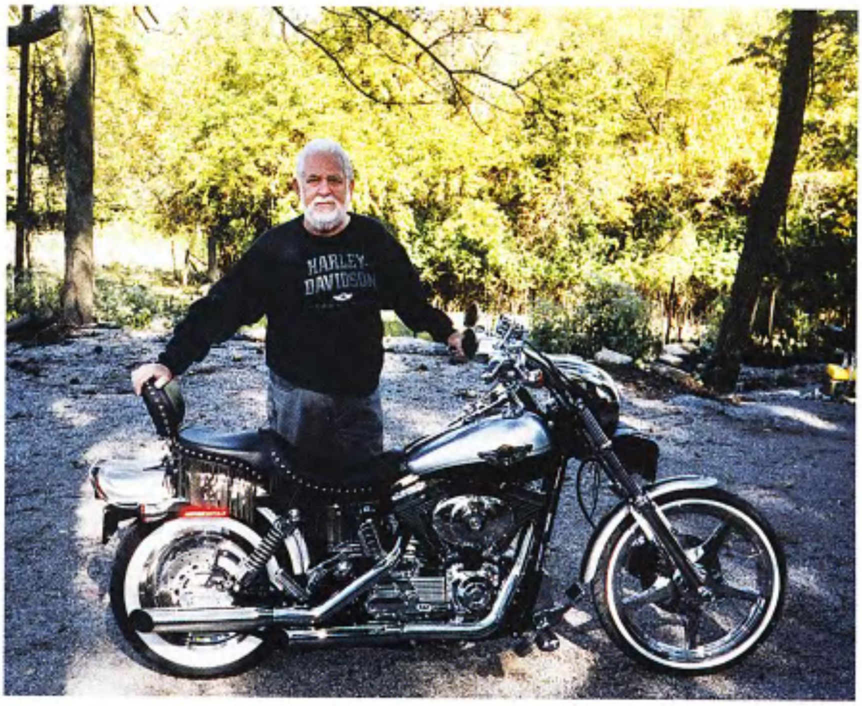
2007 SCHEDULE

Jan	5-7	4th Annual Dyno-Drag Nationals-Pomona, CA
Jan	12-14	Available
Jan	19-21	Available
Jan	26-28	Available
Feb	2-4	V-Twin Expo - Cincinnati, OH
Feb	9-11	Available
Feb	16-18	Available
Feb	23-25	Available
Mar	3-11	Bike Week - Daytona Beach, FL
Mar	16-18	Available
Mar	23-25	Hilton Head Motorsports-Bluffton, SC
Mar	31	Mt. Cheaha Harley-Davidson, Oxford, AL
Apr	6-8	Available
Apr	13-15	Harley-Davidson of Fremont, TX
Apr	20-21	H-D of North Texas - Carrollton, TX
Apr	25-29	River Run - Laughlin, NV
May	4-6	Roseville Cycle Center-Roseville, CA
May	11-13	Wabash Valley Harley-Davidson, Terre Haute, IN
May	16-20	(Bike Week) Myrtle Beach, SC at the H-D Spokes Saloon
May	25-27	The Harley Shop of LP, Longview TX (Gregg County Fairgrounds)
June	1-2	Doc's Harley-Davidson-Kirkwood, IL
June	8-10	Ohio Bike Week - Sandusky, OH
June	13-17	Twin States H-D in Lebanon, NH
June	22-24	Available
June	29-July 1	Spring Car & Bike Rally -Batesville, AR
July	6-8	Liberty Harley-Davidson -Boston Heights, OH
July	13-15	Wolverine Harley-Davidson - Township, MI
July	20-22	Bikefest - Carlisle, PA
July	27-29	Available
Aug	3-5	Available
Aug	8-12	Full Throttle Saloon Sturgis, SD
Aug	17-19	Available
Aug	24-26	Hal's H-D in New Berlin, WI
Aug	3-Sept 2	Abate of Minnesota-Litchfield, MN
Sept	7-9	Loess Hills Rally-Council Bluff, IA
Sept	14-16	Available
Sept	19-23	Reno Harley-Davidson - Reno, NV
Sept	28-30	Bird of Prey H-D in Caldwell, ID
Oct	6	Harley-Davidson of Atlanta, GA
Oct	13	Jim's Harley-Davidson in St. Petersburg, FL
Oct	17-21	Biketoberfest, Daytona Beach, FL
Oct	26-28	Available
Nov	3	Stone Mountain H-D in Lilburn, GA
Nov	9-11	Available
Nov	16-18	Available
Nov	23-25	Puerto Rico Bikefest
Nov	30-Dec 2	Available
Dec	7-9	Available
Dec	14-16	Available
Dec	21-23	Available
Dec	25	Merry Christmas
Dec	28-30	Avilable

ReadersRides

Tim Roberts
Cincinnati, Ohio
2003 Wide Glide



Tim chopped his first bike, a Triumph, back when he was still in high school. Though still too young to ride legally at the time, he rode anyway, "to school and everywhere else," he says. The day after he graduated in '61, he left for California and bought himself a '57 panhead, which he then rode back home to Cincinnati, where he still lives today. "No front fender, no suspension, that took a toll, even on my 18-year-old body; it took two weeks to recover," he says.

These days, a bit older and much wiser, Tim still rides the wheels off his bike, but he rides in comfort. For starter's he'schanged a few things around. "I changed the handlebars, the console, the seat, the passenger pegs, the wheels and chromed a lot of stuff," he says. "I put whitewalls on it, which I like a lot. Actually, I put way too much money into it, which I'll never get back, but it's just fun to trick it out."

The biggest kick, however, he gets out of the sound system on the handlebars. "Those are JMN amplified speakers," he says. "I love the blues, so I've downloaded 900 of my favorite blues songs on my i-Pod—that little pouch under the headlight is where my i-Pod is—and the speakers crank out about 60 watts. When we go on rides, the people throng around the bike if I leave the music on."

Tim's unabated love of life and joy of riding stems largely from the fact that he's already beaten cancer twice. "Colon cancer 10 years ago, bladder cancer just last year," he says. "I now know how to live each day to its fullest, and believe me, I do that every day."

Congrats on all accounts, Tim.

—Tripper

Photos: Owner

Dennis Weaver
Dan's Run Road
Fort Ashby, West Virginia
2005 Special Construction

Dennis owns Kings Kustom Cycles, a one-man shop in the hills of West Virginia. Although he says he's built bikes for six years now, he broke off from his partner and went solo about two years ago. "Here in West Virginia, the economy's not very good right now," he says, "so I build one or two a year."

The owner of this bike, Rob Ellifritz from nearby Keyser, came to him on a detour. "Originally, Choppers Unlimited was supposed to build this bike," Dennis recalls. "They spent a year on it and eventually, Rob brought me the chassis and two wheels, so I redid it and modified the frame and did a lot of stuff to it."

Some of the stuff this bike is made of includes a Choppers Unlimited frame, modified by Dennis, with 4 inches in the backbone, 8 inches up, a 42-degree rake and 7 degrees in the trees. "The front end is from Terry Alley choppers," he adds. "I also modified the trees. We got a 113-inch Ultima El Brute motor with an S&S Super G carb, an Andrews 6-speed, Dyna ignition, bars, upper and forward controls from Pro-One, Sampson pipes, Ultima 80-spoke wheels, 18 1/2 x 8 in the rear, 3 x 21 in the front."

The voltage regulator sits where the battery box used to be, according to Dennis. "I also redid the oil tank and put a battery box in there and hid it under the seat. The oil filter was supposed to go on the motor, but I rerouted all that and put it in the primary. I made the front fender and redesigned the trees, 'cause you see the stops on 'em and I didn't want to see the stops. So I actually cut the neck on them and shortened them and milled the trees out and put a hidden stop in the trees."

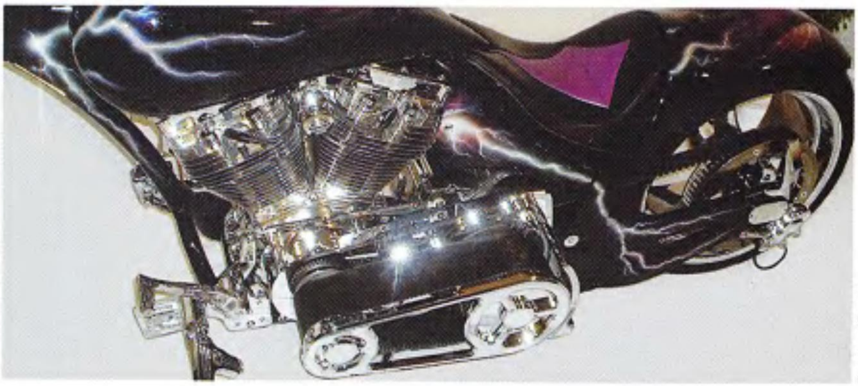
Dennis says he went to the fall Myrtle Beach Rally together with Rob last year and while there, this bike got stolen. "Believe it or not," he says, "the police recovered it."

There's a moral to this story, which escapes me at the moment, but if you want to hear more good stories or help the West Virginia economy by having Dennis build you a bike, just call him up at 304-298-3003. He'll be very happy to talk to you. *—Tripper*

Photos: Owner

ReadersRides

Wayne F. Viele
Glens Falls, New York
2003 Pro-Street Custom



Photos: Owner

Wayne seems to be well on his way to winning some major awards with his two-wheeled wonders. Why, you wonder? Well, why would you even wonder?

Just fasten your eyes on this, his second ground-up custom ever. "I used a War Eagle frame and did some modifications to it," he says. "It required a lot of work, but I really liked the style of the frame. Around the seat area, I squared up the tubing to flow nicely with the side of the oil bags and stuff."

A lot of the parts Wayne purchased from different places, like the 124-inch S&S motor with the DaVinci carb the 6-speed tranny with the Speed Spike gears in an S&S case, the Sullivan front end, the modified Santee pipes and of course the Weld Racing wheels. But there's a lot of other stuff, mostly fasteners and such, that Wayne, who has years of experience as tool and die maker, fabricated himself. "There's a lot of stainless steel spacers around the speedo, tach area and brake switch covers," he adds, "and everything's hidden, like the throttle cable that goes through the handlebars, or the coil that's hidden in the gas tank tunnel and the wiring and the hydraulic hoses that are in the frame and the swingarm. And I've modified a lot of things, like the gas and oil tanks and so forth."

Wayne says he sold his first build to the owner of a production studio in SoCal and hopes to sell this bike, too, so he can finish his third project, which he's already started, something based on a 6-up-6-out Eddie Trotta frame.

Maybe the lovely Kelly here can help him out with that; she, too, seems to be 6-up and 6-out (at least) and we do hope to see her on Wayne's next winner. Oh yeah, if you feel like buying this bike (without Kelly, unfortunately), Wayne would like to talk to you: 518-796-8569.

—Tripper

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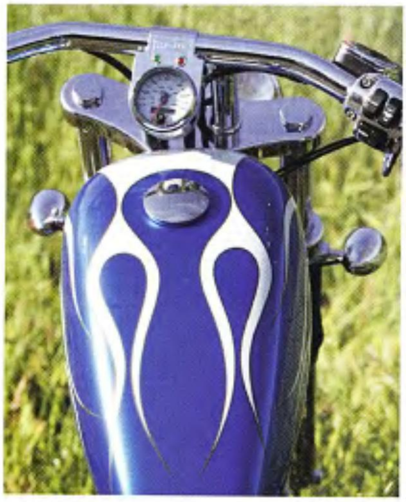
BMC's Top Bobber

Ya Hooligan!

The dictionary defines "Hooligan" as: "A tough or aggressive, violent youth; a ruffian or hoodlum." It goes on to say: "Origin—1895 to 1900; perhaps after the Irish surname Hooligan, but corroborating evidence is lacking." Well, let's not let the facts get in the way of

reporting a good story! So what have we learned? Look up the word "hooligan" and find out that the Irish are tough, aggressive, violent hoodlums. Well duh! *Erin go Bragh*! What's that have to do with BMC's Hooligan? Nothing. I'm Irish and needed to fill some space. Fuck off!

However, I will tell ya that the "tough" and "aggressive" adjectives (you can go back to high school, or catch an episode of *Schoolhouse Rock*, to learn what an adjective is) used to describe us Irish hooligans, also fit in describing the BMC Hooligan. Big Mike in Bend, Oregon, has been putting out some quality bikes for several years now and is seeing the fruits of his labor pay off. In the December issue of *Easyriders* (No. 402), we featured Mike's Jack Daniel's bike, modeled after this Hooligan model. The whiskey makers in



Lynchburg were looking for a builder that could produce an official JD bike to accompany their JD racecar. Someone at JD—we heard it came from the Tasting Room staff, but again, not to let the facts get in the way—suggested Big Mike and the rest is...history—as we see fit to report.

The Hooligan is a bare bones, no frills, tough-as-nails bobber. We had no trouble carving the SoCal canyons or putting through L.A. freeway traffic. Hell, we had so much fun with this bike, we tried to "arrange its disappearance," but were unsuccessful. Although it may look like a rigid, this Hooligan is not. That 240 rear tire, combined with the hidden Progressive Suspension system, makes this one comfortable ride. Now Big Mike and his crew could have gone and custom made every component on this bike, but they didn't. Not that that's a bad thing. In fact, with all the new EPA laws hitting the books, this works to your advantage more than not.

BMC utilizes the relationship Big Mike began with CCI many years ago. The motor is a 100-inch RevTech with a matching 6-speed and many of the bike's components, as you can see on the tech sheet, come straight from the boys in Morgan Hill, California. Now, does that mean you can go out and do the same thing? No. Well, maybe, but it's unlikely. Why not? I thought we covered this already...pissed off Irishman.

Anyway, BMC does utilize their own frame, complete with a 35-degree rake and a 2-inch stretch. As you can see in the photos, at a little over 6 feet tall, I had no problem being comfortable on this bike. Sometimes, bike builders try and manufacture a "bobber" and make it so small that, well, let's just say they're better suited for the height-challenged than the taller folk among us. Not true here.

All in all, the BMC Hooligan was a blast to ride and since it's EPA and DOT approved, has an actual VIN and can be located in both the NADA and Kelley Blue Book...well, you know that story. It comes with a very nice ending. Speaking of happy endings, maybe that's *exactly* what this pissed off Irishman needs. Yeah, that'll solve everything. You, should take a little Web road trip over to www.bmcchoppers.com, or contact BMC at 541-312-2760 to get all the latest info on this model as well as all of the other bikes Big Mike and BMC are happy to sell ya.

—Scott McCool

Owner: Could Be You
City: Yourtown, USA

GENERAL
Designer: BIG Mike Rouse
Fabrication: BMC Choppers
Year and make: 2006 BMC
Model: Hooligan 240ST
Assembly: BMC Choppers
Time: 2 days
Chroming: BMC Choppers

ENGINE
Year: 2006
Model: RevTech (3 year, 30K mile warranty)
Ignition: RevTech
Displacement: 100 cubic inches
Lower end: RevTech
Balancing: RevTech
Pistons/Heads: RevTech
Cam/Lifters: RevTech
Carb(s): Mikuni 42
Air cleaner: RevTech
Pipes: 2-into-1 Kirker
Mufflers: Kirker

TRANSMISSION
Transmission: CCI
Shifting: 6-speed, (5 year, 50K mile warranty)

PAINTING
Painter: Gary Tandy

Color/Type: PPG Candy Blue
Special paint: pearl with flames, black pinstriping

FRAME
Year: 2006
Builder: BMC Choppers
Type: Hooligan 240ST
Rake: 35 degrees
Stretch: 2 inches
Shocks: Progressive Suspension

ACCESSORIES
Bars: chrome 6-inch pullbacks
Handlebar controls: CCI
Fenders: BMC Choppers
Headlight: CCI
Taillight: BMC Choppers
Speedo: BMC Choppers/Autometer
Front pegs: BMC Choppers

Rear pegs: BMC Choppers
Electrics: BMC Choppers
Gas tank: 3.2 Sportster
Oil tank: BMC Choppers round
Oil system: RevTech
Seat: BMC Choppers/Corbin
Mirrors: CCI
Grips: CCI

FORKS
Type: 41 mm
Extension: 2 inches over
Builder: CCI

WHEELS
Size: 21-inch front; 18-inch rear
Wheel: Ride Right
Tire: Metzeler front; 240 Metzeler rear
Brake: Brembo
Photographer: Rick Hustead

ComingAtYa

The March issue of *Easyriders* (No. 405) brings you a passel of pristine putts from John Vescovi, Paul Yaffe, Rikki Battistini, Jason Kangas, plus we'll show off the Discovery Channel *Biker Build-Off* winner built by Gypsy Charros AND test ride Saxon Motorcycles' Sceptre model.

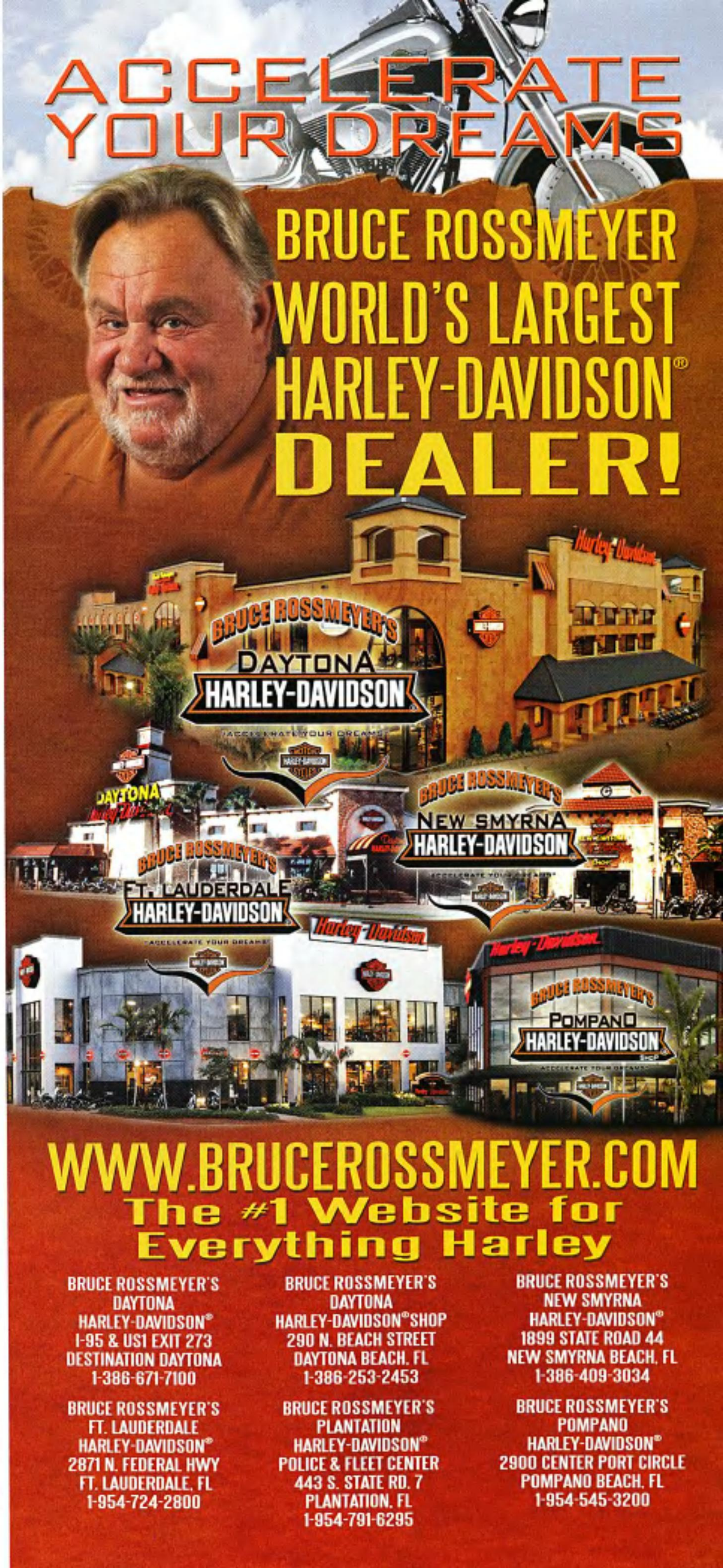
Roll the dice in Sin City as we bring you complete coverage of Vegas BikeFest, meet the Legends of Speed in Bowling Green and ride with us to the amazing Milwaukee Rally for all the far-out action. Walk the hallowed halls of the *School's Out* Exhibit of custom creations, get a complete Guide to Daytona Bike Week and check out our aftermarket Suspension Guide.

On the newsstands you'll also get our 32-page magazine dedicated to all the American-made models of cruiser motorcycles for 2007. PLUS learn how to win a $100,000 Eddie Trotta custom bike. All in the March issue of *Easyriders!* *On sale January 30th*

The January 2007 issue of *V-Twin* (No. 69) brings you the incredible new American IronHorse model bikes, takes you to the Easyriders Rodeo in Chillicothe and offers up a Guide to Seats and Luggage for your ride. Meet Rick Rolson of Xtreme Machine, go Behind the Scenes at Backroads Choppers and check out master builder Mike Phillips of Grandeur Cycles. You'll also discover a cool bar and grill in San Francisco filled with antique bikes and ride to the Gulfport Blowout for a two-wheeled good time. *On sale now*

The february *Biker* features lil' Skyla, doin' gymnastics on a rigid-framed Evo from Stevenson's Cycle's. There's plenty of hot Harley racing coverage, partyin' in Myrtle Beach and twisted biker fun. *On sale Now.*

Hella's back from an alien abduction to claim Twisted Reality, by Thunder Mountain Motor Sports. It's all in March's *In The Wind*, (No. 128). Plus, see bikers at play in Sturgis. *Easyriders' Best Bike Builders* and a 6-month calendar/poster is on the rack. *On sale now*



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